THE BYSTANDER
Vol. CX.—No. 1426
APRIL 15, 1931
Registered at the G.P.O. as a Newspaper

SPECIAL FLYING NUMBER

the BYSTANDER

Wine Merchants by Appointment to H.M. The King & H.R.H. The Prince of Wales

HEDGES & BUTLER'S
VERY CHOICE
WINES

Wine Lists on application
153, REGENT STREET, LONDON, W.1

BOLLINGER'S
By Appointment to
H.M. KING GEORGE V.
CHAMPAGNE
Special Cuvée

THE BRANDY WITH A DESERVED REPUTATION.
COGNAC FROMY
ETABLIS 1815 (30 ANS D'AGE) FROMY, ROGÉE & Cie COGNAC
PRIZED BY CONNOISSEURS.
Agents:
H. LE FORESTIER & CO., 6, Buckingham St., W.C.2

DINNEFORD'S
PURE FLUID
MAGNESIA

Indigestion yields to *fluid* Magnesia
Only fluid magnesia should be taken by Adults or given to Infants. Solid or powdered magnesia has been proved by eminent Chemists to cause trouble by forming hard, insoluble lumps in the bowels. Dinneford's Magnesia is fluid and has been proved for over 100 years to be invaluable for Acidity of the Stomach, Heartburn, Headache, Indigestion, Flatulence, Bilious Affections, &c.
FOR FULL INSTRUCTIONS READ PAMPHLET ENCLOSED WITH EACH BOTTLE.
AVOID IMITATIONS.
Look for the name "DINNEFORD'S" on every bottle and label.
Manufactured in London for the past 100 years.
Price 1/3 and 2/6 per bottle.

By Appointment to H.M. King George V.
CHAMPAGNE
Charles Heidsieck
REIMS
FINEST QUALITY EXTRA DRY

Dine well but combat arthritism and uric acid with
CONTREXEVILLE WATER
It allows you to enjoy life.

FOOT'S Adjustable REST CHAIRS

THE "BURLINGTON."

SIMPLY press the button and the back declines, or automatically rises, to any position desired by the occupant. Release the button and the back is locked.

The arms open outwards, affording easy access and exit. The Leg Rest is adjustable to various inclinations, and can be used as a footstool. When not in use it slides under the seat.

The Reading Desk and Side Tray are adjustable and removable. The only chair combining these conveniences, or that is so easily adjusted. The Upholstery is exceptionally deep, with spring elastic edges.

Would not one of these chairs add considerably to the enjoyment of your relaxation and rest?

Catalogue C22 of Adjustable Chairs, Free.

168 GREAT PORTLAND ST., LONDON, W.1

'Phone: Museum 9747.

Automatic Adjustable Back

"Go on!" says *Bill Extras,*

the sneak that spoils your holiday

"GO on," says Bill, "play golf, tennis; swim, dance; have a good time, pack every minute full. It won't cost much, and anyway you don't pay until it is all over." Then Bill Extras presents his account. The sunburn pales — you don't feel that holiday's done you any good—Bill Extras has cheated you again! This year, cut "Extras" out. In doing so, you needn't cut your sports and pleasures down. On the contrary: few, if any hotels offer so many varied amenities as the Palace—let alone offer them absolutely FREE to their guests.

GOLF
BOWLS
TENNIS
SQUASH
CROQUET
BADMINTON
GYMNASIUM
SWIMMING
DANCING
CINEMA

Palace

Hotel Torquay

Britain's Most Beautiful Guest House

HARVEY NICHOLS

MADE of the finest Baku straw, exquisitely soft and light in weight, this lovely hat is worn slightly off the brow. The wide drooping brim is folded back where it joins the crown, accentuating the very graceful line. The only trimming is a satin rose in self colour. Black, beige, green, brown, or navy. **4 gns.**

HARVEY NICHOLS & CO., LTD., KNIGHTSBRIDGE, S.W.1

THE BOULEVARDIER

PUBLISHED
MONTHLY IN PARIS
by ERSKINE GWYNNE

65-67 AVENUE DES CHAMPS-ELYSÉES

Obtainable at any of
W. H. SMITH & SON'S, LTD.,
bookstalls and shops in Great Britain

Distributors:
THE HOLBORN TRADING AND DISTRIBUTING CO.,
57-58, *CHANCERY LANE, W.C.2*

THE BOULEVARDIER will keep you in touch with the lighter side of Parisian activities.

The Bystander, April 15, 1931

the BYSTANDER

No. 1426 Vol. CX.

Pearl Freeman

THE MARCHIONESS OF QUEENSBERRY

Who has taken up serious flying and is now training for her pilot's certificate. Under her maiden name of Cathleen Mann —she is the daughter of Mr. Harrington Mann, the well-known artist—she has won no little fame as a portrait painter

WHAT THEY SAY

Some Messages of Encouragement for our FOURTH FLYING NUMBER

Howard Coster

SQUADRON LEADER THE RT. HON. SIR PHILIP SASSOON, P.C., G.B.E., C.M.G., M.P.

Chairman of the Royal Aero Club

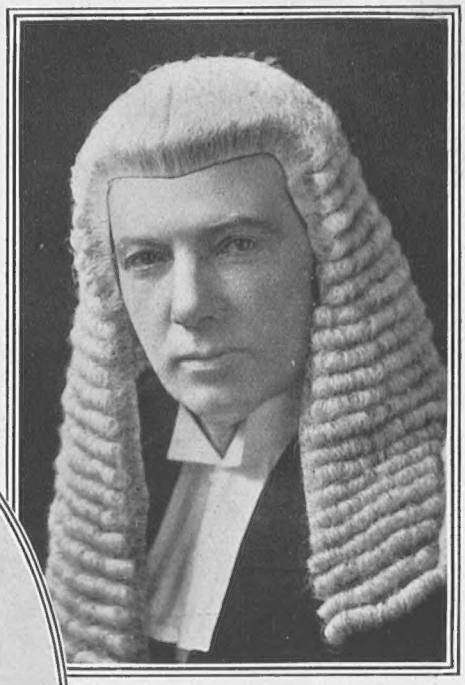
I CONGRATULATE you on the occasion of your Fourth Annual Flying Number and am very glad to realise that you are continuing to do such good work by devoting additional space to the activities of light aeroplane clubs and civil aviation generally. The public is taking an increasing interest in aviation, which deserves every possible support, in view of its importance to the Nation, and it is very largely through the sporting events that its utility and safety are made widely known.

Rita Martin

LADY HOUSTON, D.B.E.

To whose sportsmanship and generosity the country is deeply indebted for its defence of the Schneider Trophy this year

I CONGRATULATE you most heartily on your consistent support of aviation generally, particularly as it concerns the private pilot and light aeroplane clubs. This year should be specially significant for British aviation, as we have every chance of winning the Schneider Trophy for the third time, and thus retaining for many years to come the reputation of building the finest and fastest machines in the world and having the best pilots. Although we cannot all fly high-speed machines, everyone is interested in flying for one reason or another, even if it is only to send a letter by Air Mail. Light aeroplane clubs are well established and deserve the encouragement which "The Bystander" has always given to them. The readers of your paper are brought into close touch with the flying movement, which is becoming more and more a part of our every-day lives.

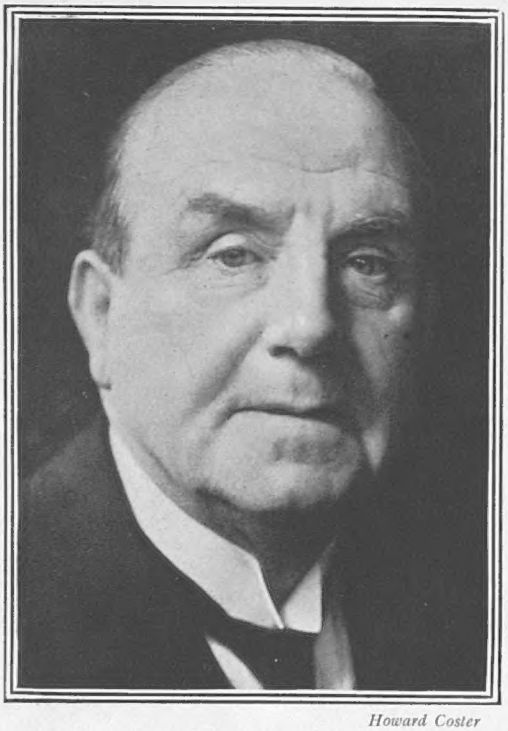


Elliott and Fry

THE RT. HON. LORD AMULREE OF STRATHBRAAN, P.C., G.B.E., K.C.

Secretary of State for Air

IT gives me great pleasure to be able to congratulate "The Bystander" upon the issue of its Fourth Annual Aviation Number. The increasing popularity of the light aeroplane club movement, and the steadily extending use of air transport for travel and business, is due in no small measure to the interest displayed in flying by the more progressive of our newspapers and periodicals. Flying has an irresistible appeal to the enterprising. It is natural, therefore, that "The Bystander" should have an Aviation Annual.



Howard Coster

LORD WAKEFIELD OF HYTHE, C.B.E., LL.D. (Hon.)

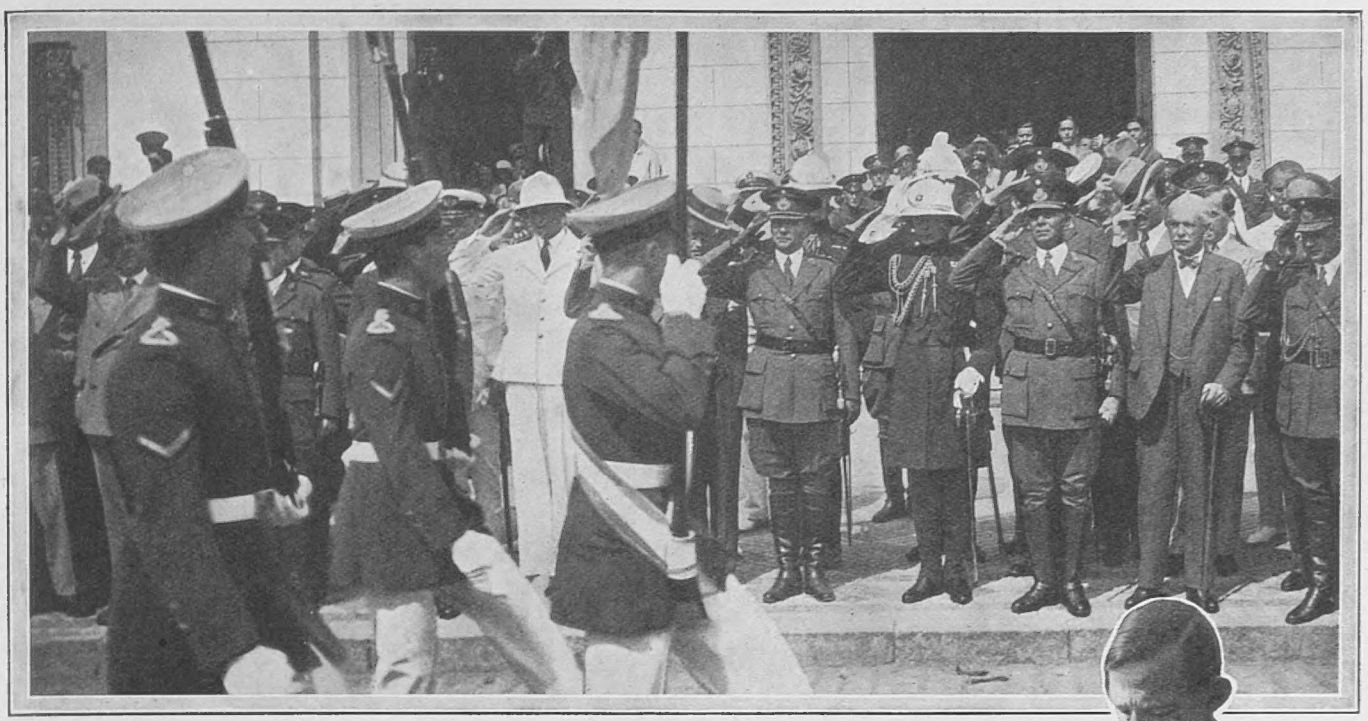
Who has done more than any other man in this country to encourage flying as a sport

AVIATION is passing rapidly from the stage of experiment to that of experience. It now needs for its smooth development the widest possible acceptance as a reliable and accessible form of public service. "The Bystander" has, during recent years, been a pioneer in drawing the attention of its readers week by week to the practical uses of Aviation. Its news and photographs have imparted knowledge and inspired confidence. I wish "The Bystander" continued success in its effective work for the advancement of British Aviation.

Bassano

LT.-COL. FRANCIS C. SHELMERDINE, O.B.E., DIRECTOR OF CIVIL AVIATION

I VALUE highly the progressive policy of "The Bystander" in maintaining its regular aviation feature and its desire to interest the public in the development of civil aviation. A year ago we were looking forward to the inauguration of the Cairo-Cape Town service; to-day it is a partly accomplished fact, with the northern section as far as Mwanza in regular operation. By the end of the present year the through route to the Cape will be completed, and thus another dream will be realised. Amateur flying is becoming increasingly popular and the private ownership of light planes for pleasure and business purposes is growing apace. "The Bystander" is to be congratulated on its share in maintaining the interest in these developments.



Sport and General

The Prince of Wales, accompanied by Prince George and members of the Argentine Government, paid an official visit to the Military College at Buenos Aires. He is seen above taking the salute during the march past by the cadets on the parade ground of the college

the passing hour

THE best news of the past few days has undoubtedly been His Majesty's recovery from his sub-acute bronchitis, as it was called by Sir Milsom Rees and the other specialists in attendance on him at Windsor Castle. "Sub-acute" bronchitis means nothing to the layman, and even one or two specialists to whom I spoke were unable to say that they had ever seen the phrase in print before. The fact remains that very large numbers of people have been having coughs in the past few weeks, and have found them very difficult to shake off because they took no trouble with them in the initial stages. In the case of the King, magnificent though his recovery was from the very severe illness he suffered some time ago, it is evident that his doctors can take no chances on a constitution put to such a test at the age of sixty-three.

MORE than anything else, I would have liked to have been at the wedding of the Comte de Paris, son of the French Pretender, to the beautiful Princess Isabelle d'Orleans

This Week's BYSTANDER is our fourth annual
FLYING NUMBER.
The special features include an interesting article on GLIDING by
COL. THE MASTER OF SEMPILL.
A vivid description of her flight across the World by
THE HON. MRS. VICTOR BRUCE.
A survey of the Season's prospects by our Special Flying Correspondent,
CAPT. C. E. WARD, etc.

Central News

Prince William of Sweden photographed in the grounds of his attractive villa at Eze, the wonderful old fortress town perched in the hills near Monte Carlo. Bobby, his fine Alsatian, seen with him, is a brother of the famous canine film star, Rin-Tin-Tin

A ROYALIST WEDDING IN ROME

Braganza at Palermo last week. One can imagine the pomp, ceremony, tears, and loyalty. Palermo is a lovely old city, and the Cathedral must have made a marvellous setting, while Princess Isabelle is one of the most beautiful girls I have ever seen. There were, too, no fewer than fifty-seven royalties present. King George was represented by our Ambassador in Rome, Sir Ronald Graham, whose great height at an affair of this sort must have been singularly impressive. King Alfonso was represented by Prince Carlos de Bourbon, while one of the witnesses for the bride was Prince Adam Czartoriski.

Sport and General

Some of the many visitors who enjoyed a golfing holiday at Le Touquet during Easter. They are Mr. Jim Lawrence (left), Mrs. Philip Kindersley, Mr. Raphael and Mr. Circuitt

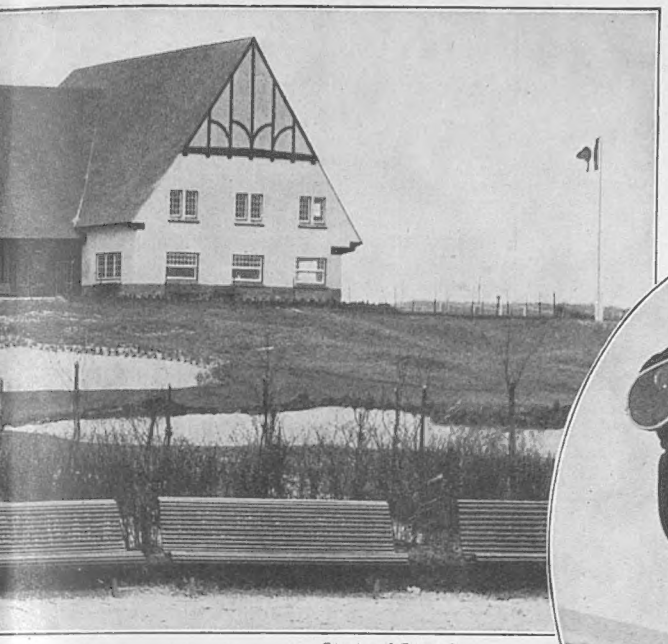
RETURNED holiday-makers from Le Touquet have all come back with great enthusiasm for the new golf course. It is true that the new club-house is so palatial that it has lost some of the intimacy of its predecessor and that some of the course is partially under water. But it is a very fine test of golf—almost too fine a one for people who have been in the casino until breakfast time before going on to the first tee. Mr. Leslie Henson, who played in a foursome match in which he putted for both sides, as far as I can make out, is credited with saying that it needs a plus 10 man to do the course in bogey.

IF that is so, it is evident that visitors who play golf are going to go to bed much earlier than usual at Le Touquet. Not that there was much evidence of this last week. The casino was as crowded as ever at 4 a.m., and filled with the denizens of Bond Street. Lady Dufferin and Ava and her sister, the Hon. Mrs. Philip Kindersley, and the peripatetic Mr. Jim Lawrence were much in evidence. So was Mr. Johnny Circuitt, who was the centre of an interesting discussion in the casino. Among the other visitors were Sir Robert Horne with his hearty laugh; Lord Michelham, who is on the look-out for a new yacht; and his brother, the Hon.

P. and A.

Sir Robert Horne puts business cares and worries well behind him. He is seen about to set off for a round of golf at Le Touquet in a spirit of cheerfulness which would rise superior to the most difficult of lies

OUTDOOR SPORT AT HOME AND ABROAD



Sport and General

The club-house, opened this Easter, at the Le Touquet Golf Club, seen from the first tee on the new course. The many golfers who flocked thither took full advantage of the amenities offered by this attractive new building, which is a model of comfort

Jack Stern, who changed his name by deed poll to Michelham also, and who says that in these hard times one must economise, and that he intends to sell all his motor cars and will drive a hireling this summer.

PERHAPS the most novel Easter was spent by Mr. Basil Eyston, the brother of Mr. George Eyston, the racing motorist, and Mr. Patrick Egan, who owns the Hispania, which formerly belonged to the King of Spain. They went over to Boulogne in Mr. Eyston's 70-ton yacht, Snowflake, arriving on Saturday night. On the Sunday they went to Le Touquet, but found that they had no passports, and the Casino authorities would not let them enter. Fortunately, however, Mr. Eyston was able to say that "the most important Englishman in France is most anxious that we should join his party," and, with much bowings and scrapings from the staff, Lord Tyrrell, our Ambassador in Paris, signed them in.

AT 4 o'clock on Monday morning they took a taxi back to Boulogne, went on board Snowflake, set their course for Southwick, which they reached at 3 p.m., and were thus in time to bring off a dinner "double" which has probably never been equalled in the history of galas. For they can say that on Easter Sunday they had a gala dinner in the Casino at Le Touquet, and on Easter Monday had a gala dinner at the Hotel Metropole at Brighton—which is three miles from Southwick.

P. and A.

THE LATEST RECORD BREAKER

Mr. C. W. A. Scott, who flew to Australia in 9 days 4 hours on a Gipsy Moth. In accomplishing this long and hazardous flight in so short a time, Mr. Scott has set up a new record for the journey, beating the previous best time, set up by Air-Commodore Kingsford Smith, by 18 hours 45 minutes

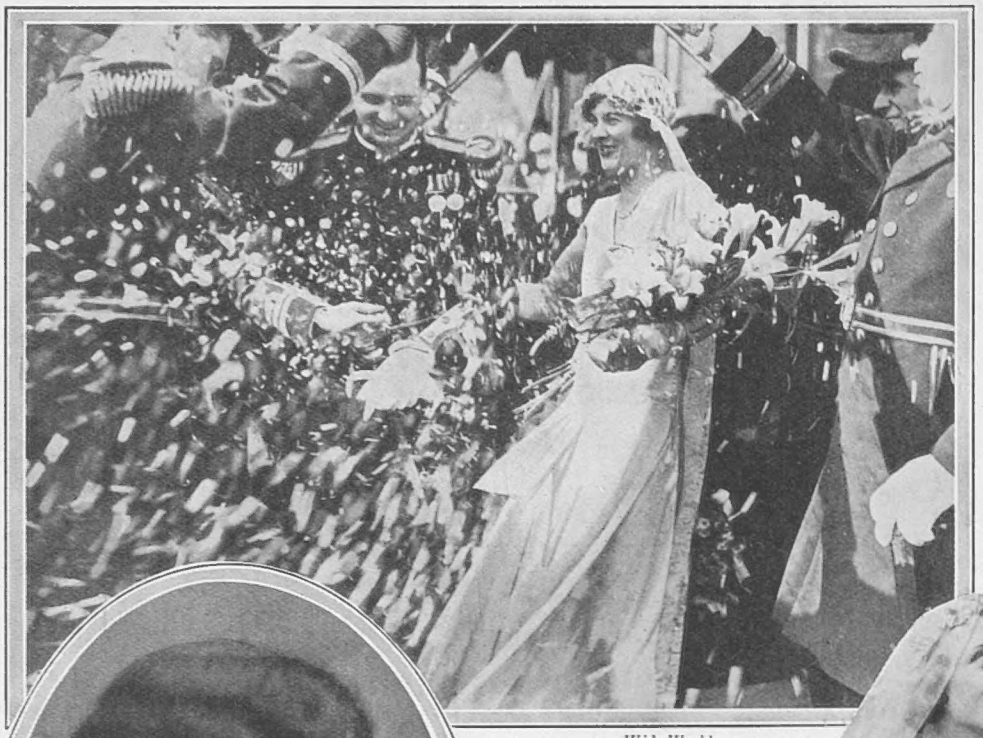
THERE should be some exciting bits in Gilbert Frankau's forthcoming novel, "Felicity," the main theme of which is high-speed motor racing. In order to get local colour for it, he went round Brooklands five times at 100 miles an hour in Sammy Davis's Invicta just before the latter smashed both his car and his leg. Not only that; Mr. Frankau was present when the crash occurred, and also witnessed Sir Malcolm Campbell's very narrow escape from death when his steering gear went wrong.

DESCRIBING his emotions afterwards, Mr. Frankau said that he had never been so frightened in the War as he was going round Brooklands. "I don't know whether it was physical fear or mental fear," he said, "because I felt perfectly all right three minutes afterwards. Still, I would not do it again for the world." Incidentally, Mr. Gilbert Frankau has eleven law suits pending in which he is personally involved.

Sport and General

After a morning round on the Prince's course at Sandwich. Seen above are Lord Lothian (left), Lord and Lady Astor and their son the Hon. David Astor

CONFETTI-TIME IN LONDON



Wide World

Lieutenant A. F. Pugsley, R.N., and Miss Barbara Byam Shaw after their wedding at St. Barnabas, Kensington The bride is the only daughter of the late Mr. Byam Shaw, the artist, who designed the drop-curtain at the Coliseum showing famous theatrical stars

Hay Wrightson

MISS ANN CHARTERIS

One of this season's debutantes, will be presented at the first Court by her aunt, the Duchess of Rutland. She is the eldest daughter of the Hon. Guy Charteris, the only surviving son of the Earl and Countess of Wemyss and March

which must be rather distracting for a man who is just half-way through a 150,000-word novel.

WHILE on the subject of motoring, I must refer again to the 30,000-franc bet made by M. Dubonnet about his ability to beat a Rolls between Cannes and Monte Carlo in a Mercédès, conceding a ten-minute start. It was, I now gather, M. André Dubonnet, the brother of M. Paul Dubonnet, who made the bet, and it is perhaps only fair to add, even though it won on handicap, that the Rolls was a 20 h.p. car and not a 40 h.p. one.

READERS of THE BYSTANDER will recall that some weeks ago Madame Dresselhuys asked me to deny the statement that she proposed to marry a baronet. I was sorry to hear this, but now I see that her engagement to Sir Gomer Berry, Bart., has been duly announced after all.

I DO not know how long "Le Roi des Resquilleurs," the entertaining French talkie at the Academy Cinema in Oxford Street, will be kept on there. But, though I seldom make any reference to the films in my Notes, I feel I ought to urge any of you who want a two-hours' holiday in Paris for the price of 3s. 6d. or 5s. 9d. to see it. It is extraordinarily good fun, with a hero who is a cross between El Brendel and Maurice Chevalier.

THE Kentucky Singers and the New Plantation Band were due to arrive at Ciro's over the week-end, and one may be sure that if they are as good in London as they were in Monte Carlo they will fill the club to the gallery. Incidentally, I wonder

Sport and General

Mr. William Philip Neville Edwards and his bride, the Hon. Sheila Cary the younger daughter of Viscount and Viscountess Falkland. They were married last week at Holy Trinity, Sloane Street

HORSES IT WILL PAY TO FOLLOW

Central Press

Captain C. Greville Stevens and Miss Betty Hulton, the daughter of the late Sir Edward Hulton, leaving the Church of Our Lady of the Assumption, Warwick Street, after their wedding last week. Capt. Stevens is Assistant Military Secretary to the Governor of Malta

whether Mr. Cochran, who is bringing over Argentina, will allow her to dance at a club or restaurant after her appearance on the stage. She is a marvellous artist, and, though I have seen her many times on the Continent, I am very ready to see her again. Her tango is exquisite.

To revert to Ciro's, a new manager has been appointed in the person of Umberto, whom many readers of THE BYSTANDER will recall from Ciro's in Monte Carlo and from the resturant of the Le Touquet Casino. Meantime, members have been sent application forms in case any of their friends want to join, and when one realises that the seven guineas subscription for a man works out at 4*d.* a day, and the five guineas subscription for a woman works out at 3*d.* a day, it will not be surprising if a very large number of new candidates apply for membership.

IF you have not yet been to the Ideal Home Exhibition at Olympia, you should certainly do so. It is the best yet staged, and you are liable to meet any number of your friends there. It is, too, a particularly good place to go to get ideas for wedding presents of the practical nature, which brides so much prefer to the pretty, useless bits of nonsense that they so often receive and find difficult to exchange.

RACING HINTS

By "Old Orkney"

Here are a few more specially selected horses to add to the list. Support them until they win. We are on the way to show a nice profit.

SHIPBOURNE would have finished close up at Liverpool, but got shut in behind a number of opponents. Was the medium of a late market demonstration and started at 7 to 1. The distance of the race was one mile.

LINKS TOR, running over seven furlongs at Kempton, hails from the same stable as Shipbourne, and is a filly to be followed. Only failed by three-quarters of a length.

SAINT GALL will win a long-distance race. Put up a brave show to finish fourth in the Queen's Prize at Kempton. Was an "each way" proposition in the offices. Will prove a money spinner.

STRAPPING, a stylish chestnut two-year-old, should be made a favourable note of. Ran well in heavy going to be placed at Kempton. Was backed just before the "off."

MINK was confidently expected to win at Birmingham and was backed all along the rails. Finished third in a mile race, only a neck and a head separating the placed horses. Losses will be recovered.

GRAND BREEZE, strongly ridden by Gordon Richards, was one length behind the smart Loftine at Birmingham. This filly will win races.

Kinsey Bros.

Capt. Christopher Birdwood, Probyn's Horse, and Miss Vera Ogilvie, the daughter of Lieut.-Colonel George Ogilvie, the Resident in Kashmir, and of Mrs. Ogilvie, passing under an arch of lances after their wedding at the Church of the Redemption, New Delhi. Among the guests were the Viceroy and Lady Irwin and the Commander-in-Chief and Lady Chetwode

MARY GARDEN'S OPERATIC TRIUMPH

And goodness knows there is still any number of young people who are getting married, despite the eighteen, including Miss Betty Hulton, who all went to the altar last Wednesday.

THE Riviera is still as crowded as ever, writes our Riviera correspondent, and both Cannes and Juan-les-Pins are very full. The Hôtel des Anglais, at the former place, is sheltering many well-known guests at the present time, among them being Prince Poniatowski and his wife, Princess Poniatowska, the Princess Eugénie of Greece, the younger daughter of King Constantine, Prince George of Greece, the Hon. Mrs. Bruce Ward, the Hon. Brian Whitlock, the American diplomatist, and Mr. and Mrs. William Ellis Scull, of Philadelphia.

Central News

"'TWAS ROSES, ROSES ALL THE WAY"

A battle of flowers in progress under the sunny skies of Juan-les-Pins, one of the most charming resorts on the Riviera. Visitors have not been slow to take full advantage of the warm weather, which makes an alfresco life so enjoyable

Central News

"Comfort first" is the motto of young visitors to Juan-les-Pins, two of whom are seen enjoying a brief rest from strenuous pursuits. The photograph was taken at a corner of the sunny terrace where the giant umbrellas prove themselves not only ornamental, but useful

THE great excitement in Monte Carlo was Mary Garden's first appearance as Carmen at the Opera, for, although she is so well known and popular in this part of the world, she has never sung here before. She gave a most interesting and original rendering of the part, and her clothes, though out of the ordinary line of country for a Carmen, were a pure delight. One wonders so much why some of the great artists we see can't get out of the operatic rut. I can imagine nothing more attractive than a really well-shingled Marguerite, although I do admit that a young man behind us, who had perhaps dined over-well, kept murmuring that he had most certainly got to the wrong show; this was not *Carmen* he was watching, but a performance by Jenny Dolly.

AFTER the opera the Sporting Club was packed by a most cheerful crowd, and many of us then went to the Night Club downstairs, where I saw Mrs. Pat Anderson, as vivacious and charming as

News Illustration

Lord Brougham and Vaux with his fiancée, Miss Valerie French, in the grounds of Brougham Hall, near Penrith, in Cumberland. They are to be married at St. Margaret's, Westminster, next Tuesday, April 21

THRILLS AND SPILLS OVER THE STICKS

Fox Photo

A case of "over the top and the worst of luck" during the running of the Royal Artillery Gold Cup at Sandown Park, won by Mr. A. D. M. Teacher on Gunner. Quite Content throws his owner after failing at one of the jumps, but was quite content to be remounted and finish the race

G.P.U.

FOUR DOWN AT THE TURN!

A chapter of accidents witnessed during the running of the Royal Artillery Maiden Hunters' Steeplechase at the Royal Artillery Steeplechases at Sandown Park. Left, Mr. Yates is seen holding grimly on to the stirrup leather of Patrick IV, Major Peebles is seen on the ground under No. 21, Mr. Shakerley is about to remount Tom Titt II (No. 26), and Mr. Lawrence (right) is still wondering where his mount, Alec II, has gone

ever. I was delighted to see Nicky Kasterine there, who assured me that his wife was at last recovering from her serious illness. It's a very good night club, with an excellent "darkie" band, but I am not prepared to vouch for the latest story about them—that they are so clever that they listen in to the latest dance tunes on the wireless from London and are able to play them the following evening!

THE papers have made such a mystery of the whereabouts of Evelyn Laye that I was delighted to see her at the opera, blonde and radiant, in earnest conversation with Phillips Oppenheim. She was telling him she was one of his thriller "fans," and he replied that, since reading every word that she wrote in a certain paper, he now had an infinite knowledge of underclothes and face creams.

His Majesty the King of Sweden has at last left us. Although so keen a tennis player, I am told that at his departure one or two of the better women players have breathed a sigh of relief. To partner a King is no small responsibility, and has a somewhat detrimental effect upon one's subsequent tennis. But there are many ambitious Riviera hostesses who mourn his absence.

Lassalle

MISS HELENA PERROTT

The beautiful eighteen-year-old daughter of Lady Perrott, who is giving a dance for her on June 9. Miss Perrott who was presented at Court last year, is very keen on hunting and lawn tennis and outdoor life in general

Yevonde

MISS M. LIVINGSTONE-LEARMONTH

The beautiful eldest daughter of Captain and Mrs. Livingstone-Learmonth. She is among this year's debutantes, and her mother is giving a dance for her on May 7

GROSVENOR—MAYFAIR

MAYFAIR double-owe-four-three. . . . Hello . . . Hello, Baa, dearest. . . . I'm just back. . . . I had a lovely Easter on the South Coast . . . of England! . . . All my rich friends laughed, but I enjoyed the rest and the simple life. . . . I can't say I envied the crowds I saw off at Victoria packed like sardines. . . . One lovely well-known creature in green was reduced to tears . . . and tempers were cheap . . . if nothing else was. . . .

* * *

I NOTICED Mary Cunningham-Reid and her husband off to Cannes . . . she looked very attractive though a little pale, due, perhaps, to worry over their tickets, for they only decided to go twenty-four hours beforehand. . . . Barbara McCorquodale and her husband were bound for the same destination, both very thrilled that Glen Kidston has lent them his speedboat, the *Say When*, the fastest thing in speed in the Mediterranean, which is saying a good deal! . . .

* * *

CATHLEEN QUEENSBERRY and Francis were en route for Paris with little Lady Patricia Douglas, who was going to Cap Ferrat the next day to her mother, Irene Dunn. . . . Mrs. Munro, Mr. Baldwin's eldest daughter, was waving good-bye to her sister, Lorna Howard, who was looking very attractive in a primrose-trimmed brown beret. . . . Lady Earle was with her husband, and I saw Captain Philip Astley anxiously seeking his seat.

* * *

I THEN ran into the de Winton-Wills, and Sylvia told me laughingly that they were doing a record on their visit to Mentone . . . they were leaving London on Thursday and arriving back on Monday. . . . I have not heard if the temptation to stay on longer was irresistible. . . . From Rome I hear reports of gaiety and a happy Easter. . . . Lord and Lady Munster were there, and the Austen Chamberlains . . . and Beatrice Cartwright, with her popular husband, gave some of her amusing parties. . . .

* * *

I'VE just met Mary Howe walking in the Spring sunshine up Curzon Street towards her charming house . . . she was wearing a black coat trimmed with sable and a black hat. Mary Howe's hair is the truest gold I have ever seen. . . . Lady Mary Spencer, whose engagement to Henry Douglas-Home is just announced, is also a golden-haired beauty, and so is Valerie French, whose wedding to Lord Brougham and Vaux is sure to be the smartest event of the season. . . .

* * *

DORIS CASTLEROSSE has a new and very attractive evening dress and coat in sugar-rock pink, with which she is original enough to wear rubies . . . this new colour is to be the rage in the summer . . . already I have seen bales of it in different materials for Ascot dresses . . . and Lady Levy has a toque of broderie anglaise in which it is effectively combined with black. . . .

* * *

EASTER brought to an end a long-standing affaire du cœur . . . the lovely lady in question received a vanity bag as a present instead of an expected jewel . . . she flung the bag into the fire without opening the inside purse, where a fat cheque was nestling, already made out to the jeweller. . . .

* * *

"SPRING is definitely here," a famous maître d'hôtel said to me at luncheon the other day; "look at the number of women who have taken off their hats." Sure enough, at least a dozen women in the room were hatless . . . Wanda Baillie-Hamilton was one, . . . as she wears her dark hair straight she has not got to worry over waves. . . . Clare Beck often pulls off her hat, and last season Sylvia Ashley was never seen with anything on her head. . . .

* * *

BETTY FEILDEN wears her lovely dark hair parted in the middle and drawn into a tiny bun. . . . Mrs. Claude Leigh has a centre parting, but also a huge golden coil at the nape of her neck. . . . Lorna Howard wears her red hair in long side curls and a twisted bun as well. . . . Have you heard what the Customs man found in a well-known sportsman's bag at Victoria? . . . Sufficient to say his wife, who was with him, never wears black chiffon. . . .

* * *

WELL, dearest, no more for to-day; I'm off to find out all that has happened since I've been primrosing, so to speak . . . I also need a face massage; and my hair! . . . words fail me. . . . Good-bye. . . .

EVE IN THE SADDLE

Miss Iris Bennett experiences a little difficulty with her mount, Pacer. The photograph was taken prior to the running of the Ladies' Adjacent Hunts Race at the Berks and Bucks Farmers' Staghounds Point-to-Point at Sonning

Four competitors in the Ladies' Adjacent Hunts Point-to-Point at the Berks and Bucks Farmers' Staghounds Point-to-Point meeting at Sonning face the photographer before saddling up. They are Miss Joan Terry (left), Miss R. Terry, Miss M. Dunn and Miss Joan Robinson

Mrs. C. A. White returning to weigh-in after winning the Adjacent Hunts Ladies' Race at the Vine Point-to-Point at Hannington, near Kingsclere. (Left) Taking one of the jumps during the running of the Ladies' Adjacent Hunts Race at the Berks and Bucks Farmers' Staghounds Point-to-Point. The race was won by Miss Stewart's Cora

Photographs by Central Press and Sport and General

AT THE PLAY

AN AUTUMN CROCUS IN SPRING

By Vernon Woodhouse

SKETCHES OF CABARET BY H. H. HARRIS

Douglas Byng, a stock attraction at the Café Anglais, where his songs prove much to the taste of the sophisticated, here seen in a Neptune-ful number

"Autumn Crocus," at the Lyric Theatre

WITH the best will in the world I fear that I cannot join in the chorus of praise which *Autumn Crocus,* by Miss C. L. Anthony, has evoked. I think that the author in this case was lucky to have her play performed before an unmannerly first-night audience, in that such bad behaviour caused many of the spectators—including those who criticise in print—to start a sort of counter-demonstration and find in *Autumn Crocus* more merit than it really possesses.

ONE reason why I cannot call Miss Anthony's play a good one is that there is far too much cackle before we get to the 'osses. Seldom have I seen a story told in so leisurely a manner. All that there is to it is that a school-mistress in the thirties, on a visit to the Tyrol with a hard-boiled friend, falls in love with the young proprietor of an inn in which they are staying, and he is also attracted by her. They climb up the mountain side and declare their love. He mentions casually that he is married, which comes as as great a shock to the audience as it does to the school-mistress, and the play ends with the disillusioned one returning home. And this tale took three hours to tell on the first night!

IT is only towards the middle of the play that the love theme gets really going, for much of the earlier portions are sheer padding, with character sketches of visitors in the inn as the principal attraction. And none of these characters struck me as being more than superficially observed.

STOCK figures, such as the broad-minded parson travelling with his eccentric sister, who gets intoxicated by being given brandy on an empty stomach after losing herself on a mountain; two young eccentrics trying-out matrimony without benefit of clergy; a middle-aged German couple who help, together with the young

Cochran's Cabaret, "Creation," at the Trocadero. Some of the light art-Tiller-y, aided and abetted by Mr. Cochran's young ladies, who hit the mark every time, are seen in action

innkeeper and the school-mistress, to give a concert which still further holds up what action the play possesses, struck me as merely mildly amusing.

It was suggested, unless I am mistaken, the school-mistress's very sudden passion for the young innkeeper was due to the mesmeric influence of the mountains, and therefore the moral of the play is that, if schoolmarms must indulge in a Continental holiday, they should bank on safety first, and visit Holland.

It is Muriel Aked who has most chances in this play, and, as usual, she was amusing as the parson's sister, but the part is not so true to life as the inimitable auntie of *After All*, which comedy she left to play this new rôle. Even she could not tone down entirely the touch of caricature with which it is invested.

Neither could Fay Compton's part compare in any way with Ophelia, in which character we last saw her. It may be asked, Why drag in Shakespeare? Well, the author, greatly daring, gives us a balcony scene and excites comparison by allowing her heroine to quote Juliet's own words! The author should be grateful to the actress, not only for her artistry but for her pluck in carrying on unperturbed, despite first-night boorish behaviour unworthy of an English audience.

The Way of the "Whirled," not by Congreve but by the Di Gitanos in "Creation," and quite a new one at the Trocadero. A tango not recommended to the amateur

Others in the cast who got every ounce out of their parts were Jack Hawkins and Jessica Tandy as the unconventional young couple, and Frederick Ranalow as the song-singing German. About Francis Lederer, who plays the young innkeeper, opinions may differ. He possesses a certain amount of charm, but I found his broken English—which is not assumed—very difficult to follow on occasions.

Marion Harris at the Café de Paris, telling a sympathetic audience that "My canary has circles under its eyes." Her songs are a great attraction

"Chelsea Follies," at the Victoria Palace

This very bright revue has gone into a second edition, which gives Nervo and Knox further chances of proving that they are the funniest pair of comedians outside the "legit." Two new scenes in which they appear represent a bull-fight and inside a police-station, and both are good, but to my way of thinking are never more amusing than in their burlesque classical dance, which has most wisely been retained. Norton Wayne, as the compère, hits exactly the right note, and his patter is both amusing and thoroughly up to date.

"Creation," at the Trocadero

It is dancing turns which possess most appeal in cabaret, and, wisely, C. B. Cochran's *Creation* at the Trocadero relies mainly on terpsichore for its entertainment. In addition to Mr. Cochran's young ladies and the Tiller Girls dressed in raiment which is obviously so expensive that little has been used, there are the Di Gitanos to show us how experts dance the tango, and who afterwards introduce into an Apache duo a movement strangely reminiscent of the dying pig; while the filleted Eve from the London Pavilion shows once again that contortions and grace need not necessarily be divorced. A bright and brilliant show admirably suited for its purpose. Not content with sketching some of the comeliness to be found at the Trocadero, our Mr. H. H. Harris has been visiting other cabaret shows, as the fruits of his labours reproduced on these pages prove.

V. W.

THE TRUTH ABOUT WOMEN

WOMAN'S PLACE IS IN THE HOME

asserts

LADY TERRINGTON

IT is difficult for me, after the expressed opinions of so many famous people, to try to explain the "Truth About Women," but I think the real fact is that they *are* just women! Strangely enough, this important fact seems to be rather lost in the present day.

We have become so used to women who ape men, women who stand shoulder to shoulder with men, and women who surpass men, that it is increasingly difficult to remember the other women—those who just live for men.

This is a sweeping statement, perhaps, but it is the truth. The majority of women are just home lovers, wives and mothers who live solely for their men-folk, and if a man ever told the real truth I think it would be that type of woman he prefers. The Eternal Mother always has, and always will be, reverenced above her hard-working sisters, and no matter what manner of man he is, he will always go home!

DURING the War women learnt to stand by their men, to be pals, and to laugh at danger, discomfort, and horror with them. The men did not forget their wonderful girls; they appreciated all that was done, and some of them even realised exactly what these brave women were really sacrificing and suffering. But in the quiet moments, or in the moment of death, they never saw the vision of the khaki-clad pal who faced the mud and blood with courage equalling their own. They saw the face of a shadowy woman framed in firelight, haloed with soft hair, and dressed in filmy cloud that they longed for but dared not touch—the Eternal Feminine.

DURING the War I read some poems by, I think, a Belgian; I forget his name, but one remained in my memory. The man was thinking of the War and of the coming peace. He was thinking of the woman at home who awaited him, and he ended

". . . No one understands
That I must touch her hair with bloody hands."

It does describe the attitude of men; the horror of soiling something very precious. And in this it reflects the attitude of women, who want to do and to be just what their men ask of them—completely subservient—just women.

TO some of us the old traditions die hard. Personally, I cannot quite get used to the idea of women in Parliament. Some of them have time and sufficient brains to know what they are talking about, but the majority of women definitely have not. They plunge into public life purely to satisfy a craving for excitement and notoriety. They have, doubtless, the best intentions, but in the pride of achievement I am afraid the good resolutions go to add to the enormous pile that we understand is being used to repave the by-pass to hell.

AS far as politics are concerned, women can speak from their own knowledge in certain matters concerning children, housing, and general conditions, but I do not see how any woman who is attending to her own home properly can find time to understand the intricate questions that go to make up the legislation of the country. She can only do one job thoroughly, and that should be looking after the man.

WOMEN at heart are all home-lovers and home-makers. The business girl will try to make her office a brighter place with flowers and little comforts, and however small her home she will see that it is a contrast to her place of work. Just the same, all women are born mothers. The present generation will laugh at me and deny this, but wait till they grow a little older. If they have no babies they will have animals, and in their caresses they will remember their childhood and their adoring love for a doll.

IN the last few years we have had proof of the extraordinary courage and stamina of our women. They have accomplished feats that have tried the toughest man. What is going to become of them? Will men marry them—these heroines? In the first moment of success they will find many willing to share their honours, but somehow one wonders what their future will be. Can they settle down to the quiet, rather humdrum life of wifehood and motherhood? And there cannot be complete happiness in the one without the other. Can they forget their identity, or, rather, be prepared to sink it in that of their husbands'? No man wants to be "Miss So-and-So's husband. You remember, my

(Continued on page 116)

LADY TERRINGTON *Sasha*

Previous articles in this interesting series have been contributed by Mr. E. Phillips Oppenheim, Miss Ethel Mannin, Mr. Collinson Owen, Miss Daphne du Maurier and Mr. Philip Page in our issues of March 11, 18, 25, April 1 and 8. Back numbers are obtainable from the Publishers, Inveresk House, 346, Strand, W.C.2, at 1/2, post free.

Next week the discussion will be carried a step farther with an article by "KIM."

KATHARINE CORNELL

Who plays the part of Elizabeth Barrett Moulton-Barrett in her New York production of Rudolf Bester's "The Barretts of Wimpole Street." The part was created by Gwen ffrangcon-Davies in the London production, which is still playing to large audiences at the Queen's Theatre

Stage Photo Co.

Sybil Thorndike as Joan, Lewin Mannering as the Bishop of Beauvais and O. B. Clarence as the Inquisitor in a scene from Bernard Shaw's brilliant play, "St. Joan." This was recently revived at His Majesty's Theatre for a four weeks' run

(*Continued from page 114*)

dear, she was the girl who . . ." etc. He does not even want to be "Mrs. So-and-So's husband." He wants his girl to be "Mr. So-and-So's wife," and, if they will admit it, I think that is really what practically every woman wants.

THEY want someone to work for, someone to fight for, and someone to love. They want to feel they are essential to a man's happiness, and yet they want at times to put their heads down on a broad shoulder and let life and all its cares and worries just slip away. Just a little breathing space before they start again, whether it is a life of financial care, brain work, or the little every-day routine of the home, the nursery and the kitchen.

THE great thing about Woman is that when called upon she can still call up the spirit of her ancestors. When there is trouble, well, Boadicea has nothing on Mrs. Green or Mrs. 'Arris, whether the offender be her own husband or just a friend who has "butted in" on a private fight. For endurance even the old-time Queens who went crusading with their lords might have thought twice about a solo flight across the world! The whole thing is really rather a vicious circle, and, like the aftermath of most great historical upsets, the women of to-day are far more interested in getting a little home together, even if they have to work themselves to make it possible, as well as attend to the domestic side.

WOMEN, with very few exceptions, do not want to be in the news. They do not want to discuss murders, politics, Al Capone, or the merits of capital punishment. They are far more interested in the fashion page, the gardening hints and the gossipy records of the alleged doings of people they imagine are in Society. All women love to discuss Royalty and to speak of attractive young titled women by their "pet" names. Why, no one will ever know. They love to hear what colour Lady X. is having her bathroom, and if it is true that the Countess of A. always uses coloured sheets. A suggested "happy event" will keep them occupied for days, never mind if they have never seen the mother-to-be.

WHEN Miss Amy Johnson arrived in London after her wonderful flight a few months ago, crowds waited round the doors of her hotel in the hope of seeing her. Now she passes unrecognised. Five years ago little Princess Elizabeth was born. Every day there is still a crowd round the railings of the Duchess of York's house in the hope of catching a glimpse of the little curly head, and joy unspeakable, perhaps, to hear her baby prattle. Women will gaze spellbound at baby clothes displayed in a shop window, but very few of them will give a second glance to a "natty flying suiting with goggles attached!" They are utterly feminine at heart, and when they say they are not it is only bluff to make men contradict their statement.

WOMEN love being contradicted, just as they love arguing. They always *know* they are really in the right, and it gives them a glow of satisfaction to think they have given in to mere man. He likes it. She likes it. Everyone is happy. Illogical admittedly, but then we are. We pretend to be so strong and so well able to take care of ourselves, when all the time we are just longing for some man to pick us up and bully us, and then "kiss the place and make it well."

The child, the heroine and the mother. There is a share of each in every woman, and it is probably up to the man to decide which shall be predominant. Thank God most men want us as we were meant to be, the wife, the comrade, and the mother.

P. T.

EN VACANCE

Sir George and Lady Bettesworth Piggott, who have been travelling in French and Spanish Morocco. They are seen outside the gates of Fès before setting out for an expedition

BY GEORGE WHITELAW

"I can tell by your eyes what you are thinking"
"Well, why don't you?"

If Gossip We

THERE could be no better proof that the end of the rift in the Conservative Party is not a question either of Lord Beaverbrook giving in to Mr. Baldwin or of Mr. Baldwin giving in to Lord Beaverbrook than the mutually contradictory comments which have greeted the coming of peace.

In quarters where any sign of Tory reunion causes abuse and bad temper generally, there has been desperate anxiety to regard this as anything but the perfectly simple thing which it happens to be. It is what it says it is—no more and no less. Yet I find in one article Lord Beaverbrook described as a sort of prodigal son coming penitently back into the Tory fold, to behave in future exactly as Mr. Baldwin tells him to, and in the same article a protest that Mr. Baldwin is at last going to be compelled by his lordship "to tax the pantries of the poor." What gibberish! And what insincere gibberish, too!

STRANGE SIGHT IN THE STRAND! Barratts

Physical culture is becoming more and more popular with office workers, and a sight such as the above, which shows business girls undergoing a strenuous course of "P.T." on the roof of Bush House during their luncheon hour, is by no means uncommon. Such sights are confined to "out-of-office" time, however, so employers cannot complain that "everything's upside-down in the office nowadays!"

Fox Photo

Jean Barnes out-Atlases Atlas by carrying the entire world on her head. On her head is the striking headdress she wears when she represents "Earth" in one of the scenes in the cabaret recently produced by C. B. Cochran at the Trocadero

THIS closing of the ranks will presumably mean less excitement at

"Roll on, thou deep and d
"Oh, Ernie, you *are* wonderfu

Must

Pearl Freeman

KATHLEEN BURGISS

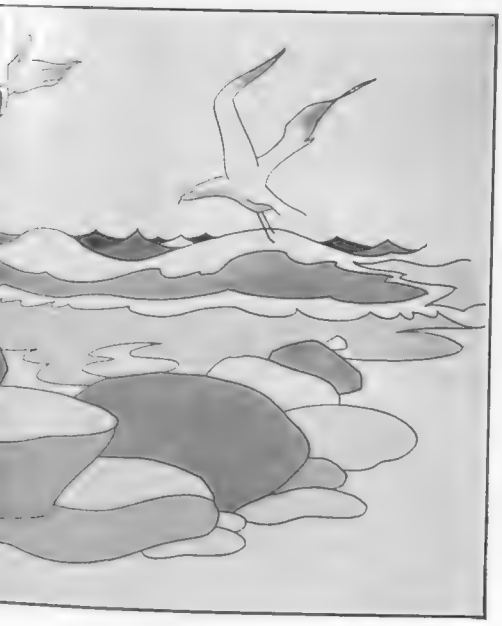
Who plays the leading part in the revival of "The Belle of New York" at Daly's Theatre. She recently scored a big success in "The Three Musketeers" at Drury Lane, when she took over one of the principal parts at a moment's notice

by-elections. Those who may have found the excitement too strenuous will rejoice. But there is little possibility of rejoicing when we find that at the end of the financial year (you may not know it, but it has, in fact, just come to an end) there is a realised deficit of over £23,000,000.

This is in spite of the fact that income tax is up by £18,000,000, and surtax by £11,000,000, and that estate duties have realised the staggering amount of £82,000,000—a new record. I have no doubt that this will be hailed with joy by those who pay no direct taxation at all. Yet it is a bad sign when one class of the community—a small class, and one growing smaller—continues to pay more and more, and, what is also ominous, continues to be threatened with having to go on paying, and paying more heavily still. That £82,000,000 has come, let it be remembered, from the estates of those who were paying much larger sums than it was just for them to pay, for year after year, when they were alive.

IN the many tributes that have appeared to Arnold Bennett hardly enough prominence, I think, has been given to his extraordinary kindness of heart. Two types of people particularly appealed to his sense of pity—hard-up literary men and people in poor health. Perhaps that was partly because he had himself known what it was to be a hard-up literary man. He certainly knew all about ill-health, and in his long and losing struggle with a fatal illness he seemed tragically like a figure from one of his own books. He must have given away large sums to "lame dogs" in his time, and he also gave away much time in distributing sympathy and advice; for he wrote long letters in his own handwriting to unfortunate people, some of whom he knew but slightly, and in his case time was money.

EVEN now I can hardly believe that never again at first nights, concerts, and social functions, shall I see



BY FRANK FORD

ıe ocean, roll!"
ook, it's doing it!"

Dorothy Wilding

A recent photograph of Mrs. Peter Baxendale, the clever young Society artist, with her dog, Simon. She is seen wearing an attractive cocktail-party pyjama suit of her own design

that cockatoo-like crest of grey hair and hear that strange, high-pitched voice. He looked pompous. He wasn't a bit pompous. He was just a very lovable genius whose name was Enoch. Who, I wonder, ever called Arnold Bennett Enoch?

CHARLIE CHAPLIN has been given the Legion of Honour—and a powerful section of French opinion has protested. That, of course, is entirely the affair of France. But there arises an interesting little point. Mr. Chaplin is, legally, still British; he has taken out certain American naturalisation papers, but the actual deal has never been completed, as it were, and British he remains. Did the British Foreign Office give him leave to accept that decoration? If they did not, he cannot have it. If they did, it would be illuminating to know why Mr. Chaplin, who spends most of his time filming in America, should be given that permission while it has been refused to men of greater artistic distinction, who have made famous names for themselves, not on the films, but through long and faithful work on the London stage.

Keystone

Fellow students of the Royal Academy of Dramatic Art in Gower Street cheering Miss Betty Lynne, who won the Gold Medal for acting this year, the judges being Sir Barry Jackson, Miss Gladys Cooper, and Mr. John Gielgud. Miss Lynne, who is a Lithuanian, has been in England for only about seven years

Photopress

Charles Farrell, the American film star, sitting for his sketch to the Duchess of Rutland, at the latter's London house. He and his wife, Virginia Valli, have been honeymooning in England, to the joy of their "fans" and the Press photographers, who have faithfully recorded their expeditions and excursions from day to day

JUST AN OLD-FASHIONED GRANNIE!

The ever-youthful Fannie Ward (right), with her daughter, Lady Plunket, who recently gave birth to another son

I HAPPEN to know of the case of a famous English actor (with no blot of any sort on his 'scutcheon) who was given the Legion of Honour but could get no farther with the matter because the Foreign Office, which has to be a channel for such things, deliberately blocked it. I do not say that Charlie does not deserve all sorts of honours; so mad is this world of 1931 that I verily believe that if he were made a Knight of the Garter millions would be delighted. But I do say that a little explanation is due.

I ONLY once met the late Mr. Cobb, whose hobby was saving and

CAUSE AND EFFECT

"No artist should ever marry."
—*Miss Pola Negri.*

DEAR children, if you yearn to be
A movie star of high degree
Stick closely to celibacy
And shun the married state.
For you can be assured of this,
You'll be a hit if you're a miss;
But if you turn to wedded bliss
You'll meet a sorry fate,
For has not Pola Negri said,
"No artist ever should get wed"?

No future Greta Garbo can
Afford to be an "also-ran"
By marrying some silly man
And quietly settling down.
Let others seek the sweet content
Of evenings with a husband spent
In wondering who'll pay the rent.
True artists ought to frown
On such a fine domestic sight
Which makes a film star's value slight.

But there's a snag, I must admit,
And it upsets me quite a bit
Each time I chance to think of it,
For it is true, of course.
If stars all lead a single life,
Avoiding married stress and strife,
There won't be any ill-used wife,
So there'll be no divorce.
And what Press Agents then will do
I really cannot think—can you?

B. W.

helping to maintain battleships of a century and more ago. An expensive hobby, but, being something of a coal-king, he could afford it, though over the Implacable scheme he called in help, including that of Lord Beatty. Mr. Cobb told me what an excellent idea it would be if an old full-rigged ship could be obtained to serve as the headquarters of the Master Mariners' Company. This company, the youngest-but-one of the most important of the City Livery companies, has the Prince of Wales as its Master and a fine present of gold plate from the Goldsmiths' Company. But it has no Hall. A ship would be roomy enough, except for very large banquets, and she would form a picturesque ornament in the Thames, which, so far as the centre of London is concerned, has to be content with the not very lovely H.M.S. President and the little square-rigged Friendship, moored near Waterloo Bridge. But perhaps a ship would be too livery a spot—even for a livery company.

CITY dinners, by the way, and other public banquets are starting again after the Lenten lull. I fancy they like to get them over before the hot weather, as an aldermanic feast, with turtle soup, saddle of mutton, an ice in the middle, and then start again, is hardly a summer-time occupation. One day, perhaps, we shall grow more sensible about such matters and model a public dinner-party on the lines of a private one. No one but a glutton would think of ordering seven or eight courses, most of them French cooking of the richest and "sauciest" variety, for himself, and I really do not see the necessity of organising such orgies when more than two or three are gathered together. A banquet consisting of a grilled sole, a joint, an apple tart and a piece of cheese or a savoury would be a great success, though I do not see anyone having the courage to arrange it. And probably the chef would jib.

SIR HENRY DICKENS is a wonderful old man. I sat immediately behind him at the first night of Sir John Martin-Harvey's not very thrilling new production at the Royalty, and I confess I always feel impressed by the fact that one can gaze on the actual son of the great novelist. Criminals in the dock before him are probably impressed in a different way. Sir Henry is over eighty, but much of his hair is not grey and he walks with as springy a step as that other legal veteran, the nonagenarian, Sir Edward Clarke. A grandson of Charles Dickens, by the way, is Captain Dickens, of H.M.S. Repulse, whom I saw lunching at Toby's Club the other day. Repulse is the only ship in the Navy with a stained glass window aboard. It was designed for her chapel by that very genial and popular person, Mr. Archie Nicholson.

Mabel Robey

OLGA LINDO

Who plays the leading part in "Naughty Cinderella" at the Comedy Theatre. In addition to appearing in multifarious frocks, she wears these attractive beach pyjamas with a huge hat to match

By Hynes

PRESS AGENT: "Now, Miss Vavasour, when would you like to be born?"

FILM NOTES

A QUESTION of PERSONALITY By Lionel Collier

"I'm always getting men into trouble . . . ." the disillusioned cabaret singer informs the cynical Legionnaire. Marlene Dietrich and Gary Cooper in "Morocco," at the Carlton

SINCE Marlene Dietrich made her triumphant appearance in "The Blue Angel" with Emil Jannings there has been a widespread campaign to christen her a second Greta Garbo. Certainly this attractive young German girl — she is only twenty-four—has a certain facial resemblance in her photographs to the Swedish actress, who has built up part of her reputation by being a sphinx, but there the comparison ends. Neither in voice, gesture nor personality is there any real resemblance between the two. If, indeed, Marlene Dietrich is forced into a position of trying to be a second Garbo, she might just as well pack up and go back to Germany. No star who is publicised on her likeness to an already famous personality can succeed. There have been dozens of cases in Hollywood of young artists being presented as successors to established stars, and the end is always the same—the established star holds her own and the imitator fades out.

LUCKILY, Marlene Dietrich has too distinctive a personality of her own to be swamped by this confusion of types. In the first place her voice is totally unlike Garbo's. In "Morocco," her first American talkie at the Carlton, she has a trace of German accent which is fascinating, and lacks the huskiness which characterises the other's so forcefully. Funnily enough, in "The Blue Angel" she did not display this accent nearly so much, but managed somehow to get an American intonation into her portrayal—she was intended then to be an American girl. Certainly she has an air of repose and aloofness, but this is entirely due to the part in which she is cast. It would be true to say that both the rôle in "The Blue Angel" and "Morocco" would have suited Greta Garbo, but that does not say that her methods or her effect would have been the same.

IF they differ so much in public life, they differ even more in private. Greta Garbo clothes herself with mystery and aloofness; Marlene Dietrich is happily married, has a child and glories in her family life. Her husband is a young German director, and there is no mystery about her very real happiness in his company. It is fair, I think, to deduce from this that their temperaments must be expressed differently on the screen, even if Hollywood tries its damnedest to make one resemble the other.

IN "Morocco" Marlene Dietrich is served with very poor material, in spite of being directed by Josef von Sternberg, one of the cleverest film producers. It is a very trite and thin story of the Foreign Legion, and in its essentials just like every other story of the Legion that has been written. Hollywood loves to copy, so it is not surprising that the actress has much the same rôle as she had in "The Blue Angel"—that of a cabaret singer. Only it happens this time that she falls in love, with Gary Cooper, a Legionnaire, as the object of her affection, while Adolphe Menjou is the man who offers her money as well as his love. He looks like a tired business man, and one wonders what the talkies have done to his personality. Gary Cooper is, of course, the conventional he-man, with no regard for women or virtue. It is all very slowly developed in an artificial atmosphere, with a variety of accents. The bright spot is

Marlene Dietrich, who resembles Greta Garbo only in appearance. She plays the part of a cabaret singer in "Morocco," a romantic story of the Foreign Legion

Marlene Dietrich, but a few more pictures like this and her brightness even is likely to get tarnished.

WE have waited a long time for the wide screen as distinct from the Magnascope, which merely magnified an existing shot. At the Regal the first example of this revolutionary innovation is to be seen in "The Bat Whispers." It is well at the outset to forget the story and regard only the novelty. "The Bat Whispers" is a conventional "night of scares" picture as inaugurated by D. W. Griffith in "One Exciting Night," and is about as confused and childlike as it could be. The wide screen device, however, is thoroughly effective. There is no distortion over the whole area of 20 by 40 feet, and it gives a scope for staging that is impossible under ordinary conditions. It also eliminates the necessity for continuous "close-ups" which has become a convention with producers. Action takes place on a wider plane and so avoids excessive camera movement; if traversing shots are used, on the other hand, their effectiveness is greatly increased because the sweep is much more gentle owing to the increased "stage" area.

Who is the Bat? After pursuit to the attic, the mystery still remains unsolved—a scene in "The Bat Whispers," a United Artists' picture, at the Regal

IT is a pity that a better film than "The Bat Whispers" was not selected to demonstrate this latest innovation, which I think will become as much an essential to the development of the screen as dialogue itself. However, the technical qualities are well worth going to see for themselves alone.

ON page 132 some pictures appear of Leon Poirier's production, "Cain." Poirier, who has made several brilliant films, including "Verdun," has taken as his theme a sort of modern Robinson Crusoe—a stoker who, having committed a theft, deserts his ship and drifts to an uninhabited tropical island. There he kidnaps a woman from a visiting tribe and has two children by her. I could not quite understand why he was called Cain, for his robbery was the only thing that preyed on his mind. However, he gets a chance to return to civilisation when a passing boat drops anchor. He goes aboard, deciding to desert his woman and children, but hears a wireless set booming out disasters in all parts of the world. So he jumps overboard and swims back to his peaceful island. The satire is rather strained and the picture is not improved by synchronised sound. However, the shots in the Madagascar island of Nossi Bé are interesting, and even the slowness of the story cannot entirely destroy the illusion of a natural sequence of events at which the producer has aimed. L. C.

Helen Twelvetrees, the young American actress who has recently come to the fore. Her latest film is "Millie," a sordid drama of a woman's downfall, in which she acts well, but has a part which is unsuited to the charm of her unsophistication

Gustav von Seyffertitz and Chester Morris in a dramatic scene from "The Bat Whispers," United Artists' film version of the stage play, "The Bat," which is being shown on the wide screen at the Regal

PARIS GOSSIP

SALONS, the TABLES and the THEATRE

By SYLVIA LYON

IN THE SUN AT JUAN-LES-PINS

There is plenty of warm sunshine to cheer holiday-makers on the Côte d'Azur, and the two fair visitors seen above are not slow to reap full advantage of the warm weather by enjoying a sun-bath in their garden

EVERYBODY knows that the success of a book or a play is made in the salons of Paris. This is where a woman "who is having a great success" is made famous before she is even having the success. This, too, is where a dressmaker is made, or a dressmaker is broken. "Women fight over the qualities of their dressmakers," said Mrs. Martha Hyde recently, "like rival gangsters. There is one woman in Paris who thinks she is the Al Capone of the couture." But I will not mention the name of this Al Capone here . . . she would be too pleased.

IT is the winter months that create the destinies of people who will be officially "lancé" in the spring, when everybody comes out in public like the flowers. French authors dread the late spring publication of a book; they know its success depends upon those discussions around somebody's winter-time tea, lunch, or dinner table. The salons are where the political and diplomatic moves are accomplished, and the French parliaments exist, I think, solely for informing the Press, and, through that, the populace, of what has already been decided behind the closed doors of the "monde-monde."

YOU all know of the Greek Syndicate operating in casinos and places where they play. Well, there is another Greek syndicate, whose headquarters are in Paris. The second one is much better looking and is not really Greek, but Danish, and its name is Gucksborg. They do not sit sharp-eyed and haggard around a baccarat table. They gathered, better looking than ever, like the happy family they are, during the two days Queen Marie of Roumania was in Paris, for cocktails before luncheon in the Ritz, Vendôme side. There was Prince Nicholas and Prince Andrew, Princess Marguerite and her fiancé, Prince Hohenlohe de Langenberg. Before going on to Dinard to visit her sister and brother-in-law, the Grand Duchess and the Grand Duke Cyril, Queen Marie, accompanied by Princess Ileana and the engaged couple, was incognito for five minutes at the Théâtre de l'Athénée, where she attended a performance of Francis de Croisset's new play, *Pierre ou Jack?*

L.N.A.

The Comtesse de Castries and M. Clave taking part in the coupled jumping contest at the Paris International Horse Show. It took place recently at the Grand Palais

SERGE DE DIAGHILEFF used to say that the Ballet Russe would be a success if, on opening night, "Coco" Chanel and Jean Cocteau were in the audience. Paris is perhaps the only world capital where society is so intelligent that the réclame of anything or anybody, from a play to a statesman, a hat or an automobile, is done by word of mouth, and a mere encounter or telephone conversation is as useful publicity as columns in the newspapers.

In the audience on the first night of *Pierre ou Jack?* were Lord Tyrrell, the Belgian Ambassador, the Princesse Lucien Murat, the Princesse Edmond de Polignac, Luigi Pirandello, Tristan Bernard, and Bernard Grasset. People who doubted that Francis de Croisset would ever be able to write a play without the collaboration of Robert de Flers smiled at one another in relief.

"PIERRE OU JACK?" is a satire written from the composite viewpoint of sensitiveness and cynicism. Pierre is an inventor of genius, incapable of fighting the battle of to-day because of his love for the sentiments of yesterday. He is faced with a double blow: his invention has been stolen, and his fiancée, Fernande (Jane Renouardt) is also stolen—by a smug cinema actor, Jack (Jean Marconi). This couple marry in order to obtain publicity by establishing themselves as a model film-star ménage. Pierre, reduced to poverty, after being nursed back to health by Jeanne, is engaged as a radio announcer. Unable to broadcast lies about the dove-cote cooings of the now famous film pair, Pierre, in a frenzied moment, tells the world that his invention has been stolen.

HE loses his job, but a loyal friend installs him as assistant operator in a motion-picture studio. There again contemporary life turns against him. With the cold practicability of to-day, Fernande and Jack use his tragedy as the basis for a scenario. Their ethical indecency suddenly cures Pierre of his heart-break, and in the mechanical atmosphere of the studio he strips the actor of all his artificial glamour, and takes consolation in the arms of Jeanne.

DOLCIS

STYLE 8762 . . . . Gold piping adds a touch of distinction to this sandal which is obtainable in Blue, Hazel and Tan Glace Kid.
Priced at 22/6d.pair.

STYLE 8266 . . . . Attractive Court shoe in Black Suede or Matt Kid. Reptile and Matt Kid bow at side, Spanish Louis Heel.
Priced at 18/9d. pair.

STYLE 8097 . . . . Distinctive Grecian Court shoe in Watersnake. Blue, Green, Red and Natural. with Louis heel.
Priced at 30/- pair.

STYLE 8096 . . . . The fashionable 2 eyelet tie shoe, with tiny calf saddle. In Blue, Green, Red and Natural Watersnake.
Priced at 30/- pair.

STYLE 8095 . . . . A smart and comfortable walking shoe in Brown Lizard with Tan Willow Calf saddle and fashionable 'stumpy' heel.
Priced at 25/- pair.

STYLE 8719 . . . . "Le dernier cri" of single eyelet Tie Shoes. New Grecian 'cut' and low Louis heel, in Hazel and Tan Glace, Patent and Matt Kid.
Priced at 16/9d. pair.

FOR TOWN · · · AND COUNTRY

You will find a DOLCIS SHOE SALON almost anywhere in London—Piccadilly Circus, New Bond Street, Oxford Street, etc., etc., also at Glasgow, Manchester, Birmingham, Leeds and all large towns and cities throughout the United Kingdom.

ORDERS BY POST. These should be addressed to Headquarters: Dolcis Shoe Co., Dolcis House, Great Dover St., S.E.1
Post Free on request "The Fashion Shoe," a complete guide to shoe style.

HANWORTH PARK—LONDON'

The old mansion, set amongst beautiful trees and gardens, makes probably the finest flying club premises in the world. favourite rendezvous for owner-pilots. The Club owns Moths, Spartans and Bluebirds for instruction, and Desoutter air picture, a Puss Moth is in the centre, a red and white Avian Sports is

BY JOHNS

S COUNTRY FLYING CLUB

Situated but half an hour's run from the West End, and being the headquarters of National Flying Services, it is a taxis are always available on the rank. A "Cutty Sark" amphibian is seen flying in the top left-hand corner of the passing over the lawn, and an air-taxi is seen in the right background

Noiseless riding at any speed in a P·S·C 'all-steel' body

Put your hand on a ringing bell and immediately its waves of sound cease. P·S·C "puts a hand" of permanent felt-lining on every steel surface in car-body construction. That is why there is never any drumming in the interior of a P·S·C-built body.

MORRIS | AUSTIN
WOLSELEY | HILLMAN
ROVER | M.G.

are using P·S·C Pressed Steel

It's a pleasure — a quiet surprise — to ride in a P·S·C body. Felt-lining throughout deadens out all drumming. It's safe too, for the "sill" or frame — hitherto a necessity between body and chassis—has gone and the weight is nearer the ground. The P·S·C body builds direct to the chassis—the two become one rigid unit. The body is lighter too, because pressed steel pillars and supports—slim but strong—supplant the bulky side and roof members. And because of its 'one-piece' construction the P·S·C body is as free from road-rattle as the interior is from drumming.

P·S·C MAKES POSSIBLE THE 'ONE-PIECE' CAR

THE PRESSED STEEL COMPANY OXFORD

Service Advertising, W.

BYSTANDER SHORT STORY

THE GENTLEMAN

By JOSEPHINE BENTHAM

Illustrated by LEO BATES

It was said at the time that there was only one unforgivable offence. That offence was Keith Durant's. George Naylor came straight from the excited, sibilant whisperings so similar to the animated buzzing of flies that circle a body of putrescent matter.

But such a thing was bound to be discussed. George might have moved mountains for the sake of Martha's happiness: he could not have altered human nature. He only dared hope that he might be permitted to prepare Martha for the tale of Keith Durant's ignominy, but even that small privilege was denied him.

When he came into the room Martha was sitting by the fire, prodding the coals aimlessly with a copper-headed poker. She was wearing a dress of ash-grey georgette. Her dark head was bent; from her neck fell a long string of blue wooden beads.

She arose and gave him her hand in greeting. But her face was very white and she did not smile.

"You've heard, then?" he asked her, stammering. "You've heard about—last night's episode?"

She nodded. After a moment or two she spoke, with difficulty.

"It's not in the newspapers—yet. But I think these things are printed on the very air. People are so—so damned anxious to read them!"

She motioned him into a chair near the fire, and herself sat on the arm of the chair that faced it, pounding a small fist into the palm of her other hand.

"If they had accused him of murder, George! But to accuse him of cheating his friends in a card game——"

She spoke, he noted anxiously, as if the accusation must have been built on no justifiable suspicion. He did not wish to remind her that accusations of the sort are not made lightly. Society hesitates to suspect a man of a sin which he must expiate in the uttermost hell.

George himself was more or less convinced of Keith Durant's guilt. He was acquainted with the fellow-members of Durant's club with whom the man had been playing poker upon the previous night. He had heard, directly, the statements of witnesses to that game. He had even been shown in what manner the sixth card, an ace, had appeared in Durant's hand. John O'Neill, that hot-headed Irishman, had testified to having seen the sleight-of-hand with his own eyes. And Durant's own explanation at the time had been lame enough. "The extra card must have been on the table," he had said. "And I must have picked it up by mistake. I'm very sorry, gentlemen. That is all I can say."

He had sent letters of resignation to his clubs that same night. And it was understood that he would not make one of the polo team which was to play near San Francisco on the following week. He had not called upon any of his friends; he had not sent any word to Martha Hastings.

"Last night," George said slowly, "you came to a decision about—about your engagement to Keith Durant. You hadn't the vaguest idea that the man was going to be disgraced. This—this can't possibly make you change your mind, Martha!"

"But, of course," she said simply. "You must have known that this affair *would* alter the whole situation.

(All rights strictly reserved.)

Nothing you can say will make any difference. I'm going to marry Keith."

She did not lift her voice. She did not show the slightest sign of conflict. If she had, his despair might have been lessened.

"Look here," he said slowly. "I think I see perfectly what you feel about it. You've never in your life let anybody down. And you don't want to let Durant down now. But, Martha dear—you'd already come to your decision. It isn't reasonable to alter it now."

"Perhaps not. But it's the most ordinary loyalty—as I happen to see it. Of course, you know I'm sorry—sorry for you. I'm not much good at expressing these things."

Her very gentle smile made the situation a thousand times more difficult. But George, trained in the exigencies of the law courts, knew that his only hope now was to keep calm and logical and even of temper.

"At any rate," he said, "I wish you'd let me go over the whole case—unless it distresses you too much? I'd feel then that we'd decided the thing *intelligently*."

"Always the lawyer," she said gently.

"Granted. Always the lawyer. Well . . . last night we began at the beginning. You were just eighteen when you met Keith Durant, an inexperienced and impressionable girl. Durant was the sort of man you'd always idealised. Sixteen years older than you—suave, courtly, handsome, amazingly clever—a 'gentleman.' That was what he was to you."

"That is what he still is to me," she interpolated.

"Of course. And for two years you've been secretly engaged to him. Your father never quite trusted him, never quite approved of him. You wanted Durant to prove himself. You weren't anxious to marry before your twenty-first year."

"I don't quite see——"

"Please don't be impatient. I only want to check over the main points of last night's conversation so that the present situation will be clearer—to both of us. Please don't think I want you to go against your own conception of the right thing to do. Please believe that."

"All right, George. Go ahead."

He hesitated, lighting another cigarette before he began again.

"About that time I came West and your father took me into his law firm. I fell in love with you the minute I saw you."

"And I fell in love with you," she said steadily.

"Yes. Durant might have been—may be—the finest man in the world. That had nothing to do with it. And I didn't know anything about your secret engagement to Durant. I went right ahead."

"That was my fault, as I told you last night. I was cowardly—afraid of hurting Keith and, afterwards, desperately afraid of losing you and spoiling my whole life. I was cowardly and childish. I'm not going to be any more."

"She motioned him into a chair near the fire and herself sat on the arm of the chair that faced it, pounding a small fist into the palm of her other hand"

"Wait just a minute, dear. You agreed last night that the only honourable thing was to tell Durant of the whole situation, and to ask him to release you from the engagement. That was as clear as crystal to you—last night."

"It would be still as clear as crystal—if nothing had happened to Keith since last night."

"But just there, I think, you're terribly illogical—criminally illogical. I understand well enough—you loathe the idea of our going after happiness while Durant is abandoned first by his friends and then, in a sense, by you. God knows, I'm sorry for the chap myself! But Martha—if it will make things any easier—I won't make any claims for myself, I won't ever urge you to marry me. If you'd only see that for your own sake you should give up this man! Not because he's in trouble, but because you don't honestly care for him any more!"

There was a long silence. Martha picked up the copper-headed poker again and prodded the coals aimlessly. Then she turned to him.

"I'm sorry, George," she said. "But my mind's made up. I'm going to marry Keith."

"Martha——"

"Please listen. You said a while ago that Keith had been my conception of a 'gentleman.' And I said that he still is. That's absolutely true. I think he's one of the few people I've ever known who're capable of really *gallant* gestures. Do you understand what I mean? It has nothing to do with the fact that I love you and that I don't love him. I honestly think it's up to me to make a stab at a gallant gesture myself." She laughed, shakily. "That's the best explanation I can make, George."

"And what if he refuses this—this sacrifice?"

"He will. And I won't accept the refusal. Wherever he goes I'll follow him. Because I *know*, George, that he loves me very much."

"And what if he—what if he himself says that he is guilty?"

"I shan't believe him."

"Then I have nothing more to say. I think you're wrong, Martha, but I think you're splendid. Good-bye, dear."

She gave him her hand. There was so obviously nothing more for them to say.

But as George was leaving the house Martha's father called out to him. Glenn Hastings' big sedan car was just rounding the driveway.

Hastings put his hand affectionately on the younger man's shoulder.

"Don't go just yet, George. I want you to help me break some unpleasant news to Martha. It's about that poor chap Durant. She was rather fond of him, I think."

"She already knows about the scandal, sir."

"It's not only that. Durant came to see me this morning on some legal affairs. This afternoon he shot himself."

THAT terse statement might have ended the story: indeed, it did ring down the curtain, in the proverbial fashion, upon the courtship of George Naylor. But the story had an epilogue. It was expressed in the bewilderment of Glenn Hastings, who gave it voice to George himself shortly after that young man's marriage to Martha.

"You remember," he said, "that sad business about Keith Durant; the one who shot himself. I had a hunch he was going to do it that morning he came in to see me about his affairs. He had the air of a man settling up affairs before a flight—a flight of one kind or another. But I believe a great deal in minding my own business. I didn't know whether to say anything or not. I'd have had the same temptation, you see, in his case."

The older man hesitated, frowning down upon the bright tip of his cigar.

"But, as a matter of fact, he said one thing that I didn't understand—that I don't understand now. I was uneasy about the affair, as I said. I tried to make some clumsy joke. 'This thing'll blow over,' I told him, or words to that effect. 'If I were you I'd not take any desperate measures against the idea of disgrace.' Well, then . . . he gave me a slow, peculiar smile. You know that way he had of smiling *at* you."

"And then?" prompted George slowly.

"And then he said the thing I didn't understand. A sort of poor joke. 'There are better reasons for suicide,' he said, and laughed. 'I can imagine, for instance, a man's taking desperate measures against the idea of *marriage*.' I've wondered since what the devil the fellow could have meant."

"It was—it was probably some sort of gesture," said George.

J. B.

"CAIN"—THE FILM THE CENSOR CUT

Left, and above: Thomy Bourdelle as Cain in the French film now on at the Marble Arch Pavilion. He plays a stoker who commits robbery and deserts his ship, spending the rest of his life on a tropical island

THE whole of the exteriors in "Cain," which is, in effect, a modernised "Robinson Crusoe" with a feminine interest thrown in, was filmed on the island of Nossi Bé, just off the Madagascar Coast. The Censor took exception to some scenes between the exiled stoker and his native woman, and also to some shots of a native tribe, although one cannot imagine them being worse than some of the sex dramas America gives us! The charm of the picture lies in its natural settings and slightly satirical insistence on the natural life as opposed to the dubious blessings of Civilisation

Rama Také, a twenty-year-old dancer from the Guadalupe Island, whom the producer Leon Poirier, picked for the rôle of the stoker's native woman. He saw her dancing at the Casino de Paris

YOUR NEW SPRING SUIT will be a great success if you get it at Austin Reed's. For you will "choose clothes instead of cloth . . ." just as if you had a range of suits made in all the spring patterns you particularly liked and then chose the one that suited and fitted you best. That is why the Austin Reed Tailoring Service is so widely used and appreciated. The choice in suits is so wide, the system of fittings so perfectly graded that, practically without exception, men find this the quickest, most certain way to perfectly-fitting clothes.

LOUNGE SUITS

new patterns—new styles—in spring-textured cloths

5, 6, 7 & 8 gns.

AUSTIN REED'S

of REGENT STREET

ELEVEN "NEW TAILORING" CENTRES

WEST END: 103-113 Regent Street, W.1 24 Coventry Street, W.1
CITY: 13 Fenchurch Street, E.C.3

Glasgow, Birmingham, Liverpool, Manchester, Sheffield, Leeds, Bristol and Belfast

The fit is assured when you choose clothes instead of cloth—at Austin Reed's

Photo: Courtesy of "The Aeroplane"

3 engines—great reserve power—extra safety.

10,000 FT. CAN BE MAINTAINED FULLY LOADED WITH ONLY 2 ENGINES RUNNING (MODEL 5-AT)

The FORD three-engined all-metal AEROPLANE *FEATURES*

COMMERCIAL USES: Designed and constructed for the economical transport of passengers, mail and other freights.

PRIVATE OWNERS: Cabins can be specially designed and decorated to suit individual taste and requirements.

MATERIAL: Aluminium alloys; great strength and durability; uniformity ensured by most exacting scientific tests.

ENGINES: Wright, Pratt and Whitney, or Packard Diesel.

HORSE POWER: 675 to 1,275.

CRUISING RANGE: 5.9 hours at cruising speed.

CRUISING SPEED: From 55 to 122 miles per hour.

HIGH SPEED: New high-speed model up to 152.5 miles per hour.

PAY LOADS: From 1,725 to 3,643 pounds.

PASSENGERS: From 9 to 15, in addition to a crew of 2 (pilot and assistant).

OPTIONAL EQUIPMENT: Buffet, toilet, running water, electric lights, adjustable chairs and sleeping berths.

PRICE: Exceptionally low because Ford three-engined, all-metal planes are produced commercially by scientific methods.

All Ford aircraft figures guaranteed to within 2 per cent.

SHOULD one engine fail, Ford planes can continue and complete their trip with the remaining two.

Should two engines fail, the angle of descent can be extended to cover an area of about 1,000 sq. miles.

Three well-tried engines give Ford all-metal planes great reserve power and extra safety.

LINCOLN Ford FORDSON

AIRCRAFT

FORD MOTOR COMPANY LIMITED • Aircraft Department, 88 Regent Street, London, W.1

FOURTH ANNUAL FLYING NUMBER

BY CHARLES C. DICKSON

CELEBRITIES IN THE FLYING WORLD

Sq.-Ldr. Orlebar holds the world's speed record at 357·7 miles per hour, and is in command of the British Schneider Trophy Team. The Master of Sempill's varied activities as a pilot and administrator are well known, and Captain de Havilland is, of course, father of the "Moth." Mr. Woods Humphery is Managing Director of Imperial Airways, and Lt.-Col. Shelmerdine, as his desk implies, directs Civil Aviation. Lord Wakefield's unique position as patron of the flying world needs no comment, and Miss Spooner was the first woman to hold a professional pilot's licence. Captain Barnard is conducting a tour of the country by air, following the excellent example set by Sir Alan Cobham, who now works as an expert adviser on Airports. Mr. Nigel Norman is one of the directors of "Airwork," which built Heston, on the Great West Road

ROLLS-ROYCE

"It would be difficult to decide in what branch of highly specialised engineering work the name of Rolls-Royce stands the higher, for it is as great in the air as upon the highway. To make what is acknowledged everywhere to be the best car in the world, to provide the motive power for the highest speed that mankind has ever attained in the air, and to do the same on the water, is to have attained an unprecedented triumph."

The Graphic

*

SUPERMARINE ROLLS-ROYCE S.6 the winner of the Schneider Trophy 1929 is the official holder of the World's Speed Record of 357 miles per hour.

ROLLS-ROYCE LIMITED

14-15 Conduit St. London W1 Telephone Mayfair 6040

AIR SERVICE TRAINING LTD

Hamble, Southampton

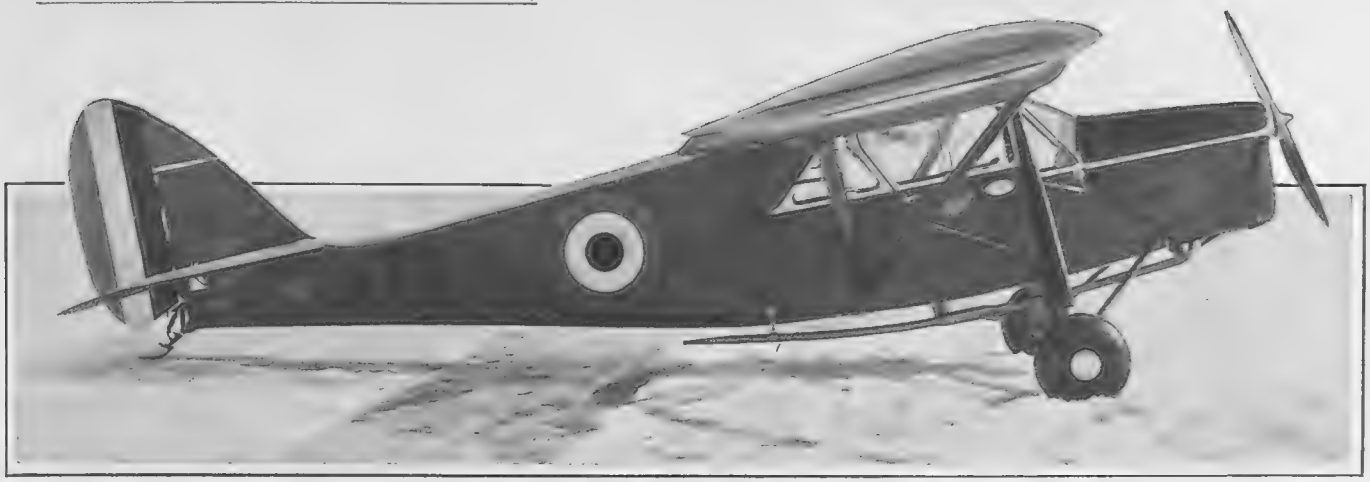
THIS new school for land and sea service flying has the full approval of the British Air Ministry.

STAFFED with expert ex-service instructors and equipped with modern aircraft, it aims at providing the most modern, complete and authoritative flying training in the world for service, civilian and private pilots of any nationality.

THE school offers the following programme :

1. Course for "ab initio" foreign Service Pupils.
2. Course of Blind Flying for Service or Civilian Pilots.
3. Combined Course of "ab initio" and Blind Flying.
4. Course for Instructors.
5. Course for Private Pilots who desire to fly and maintain their own aircraft.
6. Course for Commercial Pilots (including Blind Flying).
7. Seaplane Course for Service or Civilian Pilots.

A FULL preliminary prospectus in English, French, German or Spanish will be sent post free on request.



Clean lines against the snow.—A de Havilland Puss Moth, known and flown throughout the world, ready for delivery to the Royal Canadian Air Force

THE POPULAR APPEAL OF FLYING

A BRIEF REVIEW FOR THE COMING SEASON

By Capt. C. E. Ward

An Aeroplane for Everyone

THE day of the pioneer by air is drawing to a close, for there are few places which have not been seen from above and scarcely any records remain which could not be broken by a determined amateur blessed with good luck and a following wind. Supreme speed, altitude and duration flights excepted, being matters for the designer to arrange in order to improve the breed for you and me, flying has settled down to an everyday affair of regular air liners connecting continents, air taxis on the rank for China, Ceylon or Timbuctoo, and your wife says the Smithers own a Moth so why don't you? Quite probably your excuses will be that it's too expensive, you haven't time to learn to fly, and, besides, the children would be sick or fall out. The true reasons are that you haven't tried flying, and therefore doubt your capabilities as a pilot; also it might interfere with golf.

Children as Flying Experts

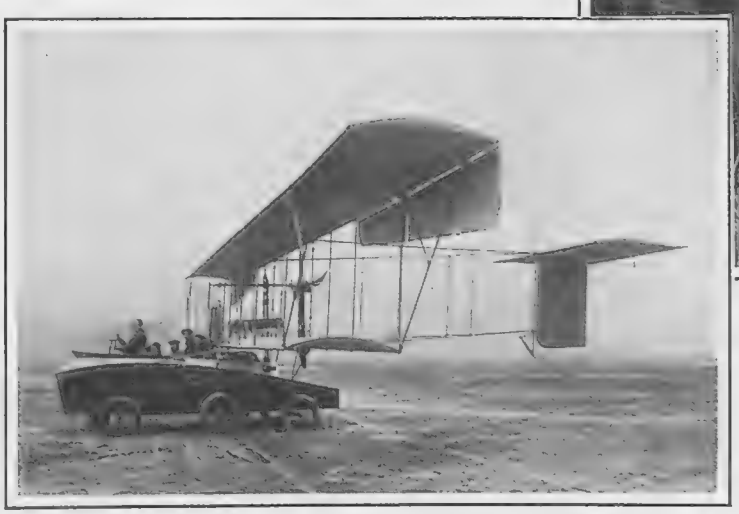
LEAVING the question of expense for the moment, you will find, no doubt, that a flying club exists a few miles away, so that for a few shillings you can test your nerve. At many places your money would be refunded if you really didn't like it, just to prevent the spread of damaging propaganda. But it is far more likely that you would descend after five or six minutes, exclaiming, like a novice friend of mine

Central News

Miss Winifred Spooner, holder of a professional pilot's licence, who won a first prize in the International Tour of Europe last year, flying a Gipsy Moth

Flying features in this issue include a brief review of new machines with the latest information about the cost of flying by our Air Correspondent, Captain C. E. Ward, an article on Gliding, by the Master of Sempill, and an account by the Hon. Mrs. Victor Bruce of her solo flight round the world.

Also messages to the "Bystander" from prominent people and caricatures of flying celebrities, with a double-page in colour of Hanworth Park. There is a Diary of Flying Events, notes on the Air Parcel Bureau, with which the "Bystander" is associated, in addition to lists of the most important Flying Clubs and Schools.



Photograph by courtesy of "L'Aeronautique," Paris

The first "air-liner," about to start on a flight over Paris, carrying seven people, in 1912. Note the outsize in bicycle tyres and chain drive to the propeller

FLYING FOR THE BEGINNER

did, "Oh no, we airmen never feel the cold." And as for golf, there are far better courses beyond your reach by car which the aeroplane brings within an hour of the doorstep, and every golf course and country hotel of note is planning its own landing ground. The younger generation accepts aeroplanes as we regarded in our youth ships, trains and motor cars. In fact, they know far more about flying than we do, and the "boom" in aviation will occur when those born at the end of the War are old enough to fly by themselves. Ask the children what British territories are served by Imperial Airways? Where is the nearest flying club? Who is Lord Wakefield? What machines does the Prince of Wales fly? What engine won the last Schneider Trophy? Where is Heston? or, Can people sit side by side in a light 'plane? The answers to these questions are to be found in this Number.

A Handley Page 42-seater, built for Imperial Airways' services to the Continent a the Prince of Wales. Compare the giant with the "

Keystone

Capt. the Hon. Inigo Freeman Thomas, son and heir of Lord Willingdon, Viceroy of India, who is flying out to that troubled country with his wife as pilot. She is the daughter of Sir James Forbes-Robertson, the famous actor

Learning to Fly

FLYING is an art. Francis Chichester, the young man who flew to Australia after three months' training, compares it with writing or making love. "If you can't do it, nobody will ever teach you; and if you can nothing will ever stop you." Actually it is easier to land an aeroplane moderately well than to make a silent change of gear on a car travelling at speed. From boys and girls in their teens to men and women approaching threescore years and ten, there are pilots of all ages and nationalities. We have established in this country a system whereby "teachers" are taught how to instruct, and at all reputable clubs and schools only the best instructors are employed. One can learn to fly at the local club or school, a list being given on page ii, for £25 to £50, but what does it cost to become skilled in mechanics, navigation, weather lore and the like? Is this standard necessary merely to potter round Europe? And is it possible to-day to run a light aeroplane on a light car income? These queries need answering for those who have not yet taken to the air.

The First 100 Hours

FLYING nowadays is safe enough provided that the individual has common sense, good eyesight and some bump of locality. With less than 100 hours' flying experience Mrs. Bruce flew to Japan, Francis Chichester to Australia, and Roy Tuckett to Cape Town. Things that matter are the take-off and the approach, especially valuable when landing in small fields, and the ability to fly by instruments through clouds or at night. Such things can be learnt during the first hundred hours, but they are not vital for a simple trip by light 'plane from London to Paris. The individual with five or six hundred pounds to spend will find it more interesting to buy a machine, after having done the necessary 20 hours or so for a pilot's licence under the eye of the instructor, hiring the latter's services occasionally for advanced tuition in the more subtle points of the game.

Depreciation and Insurance

AS most potential owner-pilots run a car, it is useful to compare certain of the costs in each case. The depreciation on a car, when calculating its secondhand value for sale, is an enormous item which many owners fail to recognise. On the other hand, a light aeroplane loses value very slowly, from 10 to 15 per cent. a year, on account of infinitely less wear and tear for a given distance at greater speed. Also, its complete history must be faithfully recorded in its logbooks by qualified engineers so that a purchaser gets the equivalent of an official guarantee. Regarding insurance, premiums on aeroplanes are higher than those on cars, not because flying is more risky than motoring, but due to the smaller volume of business over which present risks have to be spread, and also to the fact that salvage may be expensive. Fifty pounds a year might be the premium on an open two-seater, covering third party, flying and ground risks, assuming that the pilot has had about 150 hours' air experience and no black marks on Lloyd's Register.

Running Expenses

HAVING disposed of depreciation and insurance, the remaining expenses

GREATER COMFORT AT HIGHER SPEEDS

Central Press

..., sheltering a Puss Moth similar to that owned by ... on the previous page

are quite straightforward. The Moth, Avian, Bluebird, and other open two-seaters, with a Gipsy, Cirrus, Hermes, or Genet engine, use a gallon of petrol on an average every 18 miles, and a gallon of oil in a 1,000 miles. The annual overhaul, including C. of A., with the addition of maintenance items such as plugs, a new control wire, wing patches and tail-skid shoes, should cost not more than £45. A private lock-up at an aerodrome works out at £50 a year. Landing and housing fees at other aerodromes are no more than garage charges when touring a medium-sized car. Flying kit is needed for an open machine, but this can be obtained quite cheaply from specialists such as Burberry's and the big Stores.

A 'Plane Costs Less than a Car

STATISTICS are notoriously indigestible and arithmetical tables spoil the narrative, so I have reduced to their simplest form a large number of figures received from private owners of different machines, and find that it costs from £250 to £325 per annum to run a light 'plane such as I have mentioned, taking the mileage at 20,000. This means as little as 3*d*. a mile for two people, or it may be as much as 4*d*., with a reduction on either figure if a greater mileage is covered. Answers to my self-imposed queries have now been obtained. It will cost probably £50 to acquire the art of flying sufficiently well to feel justified in spending £600 in the purchase of a new Moth, Bluebird, or Redwing. During the first year of ownership £300 will cover about 15,000 miles' flying, bearing in mind that the insurance premium will be higher and a certain amount should be spent on "advanced" instruction. The second year's costs will average from 1½*d*. to 2*d*. per passenger mile. The comparison with a medium-sized car for two people, including some Continental touring, is to-day in favour of the aeroplane on account of cost alone, disregarding the advantages of greater mobility, less fatigue, and, finally, high speed with safety to be obtained in the air.

Points in Design

GREATER comfort in the air is being achieved by making machines as cabin types, and greater speed by means of cleaner lines. The use of slots, wider under-carriages and low-pressure tyres make flying more foolproof. Reliable wheel brakes have been introduced, as, for instance, on the Puss Moth, so that flying in and out of small fields is definitely safer. Air brakes have been revived, and the design of aeroplanes in which the pilot has an unobstructed view is receiving the attention it deserves. Twin-engined types such as the Cutty Sark and the Segrave Meteor have gone a long way in the right direction, and the view from the cabin of a Puss Moth or a Hendy is as good as one could want with a single engine in front. The matter of an emergency exit presents a problem which is being solved by wider doors, windows and roof panels.

Machines and Performances

WHEN young women fly round the world and young men travel to Africa and back in 48 hours, it is difficult to mention individual performances without compiling a list. The touring

The Cierva Autogiro, seen, above, like some giant beetle at rest on the lawn, and, below, skimming the waves in flight. These pictures were taken at Miami, where recent achievements by this hovering 'plane have proved most spectacular

Central News

A glimpse of luxury in future air travel. An actual photograph taken in the saloon of the Dornier DO.X. whilst she was lying at anchor off Calshot

A snapshot of Mr. Brian Lewis, of Lewis and Barnard, who knows the market for light aeroplanes from A to Z, and has probably sold more than any other individual. He is also well known on the track at Brooklands as a skilful racing driver

speed for light 'planes has passed 100 miles an hour, and in the race for the King's Cup, confined this year to amateurs, the minimum handicap will be calculated on that figure. Captain Hope averaged 102 to Abyssinia and back, and Mr. Caspareuthers 107 to Cape Town in 8½ days. Kingsford Smith covered 1,050 miles a days to Australia. Interesting machines in production, other than familiar light 'planes already mentioned, include the Meteor for four people, the Cutty Sark amphibian, the Comper Swift, a single-seater sports 'plane, and the Ford, probably the most luxurious private machine seen in this country. The Westland Wessex and the Avro Five, each with three engines, are already well known as taxiplanes. The Autogiro will be on the market shortly, in competition with the orthodox types; it can land on, though not take off from, a tennis-court. Any machine can be bought or part-exchanged through agents, such as Lewis and Barnard, of Conduit Street, Heston, and Hooton Park, Cheshire. Henlys have the agency for Avians, Auto Auctions for Bluebirds, and National Flying Services run a sales department. Service arrangements can be discussed when making a trial flight.

COMING EVENTS, 1931

April 18 ..	Air Rally at Aston Clinton, Bucks.
April 22 ..	Air League Annual Dinner.
April 25 ..	The Lord Mayor of Bristol's Reception at Bristol Airport.
May 3 ..	Flying "At Home," Shoreham, Sussex.
May 9 ..	Flying Meeting at Bridgend, Glamorgan.
May 15-31	Stockholm Aero Show.
May 23 ..	Whitsun Continental Cruise from Heston.
May 25-26	Northamptonshire Aero Club Meeting.
May 30 ..	Heston-Newcastle Race for "Evening World" Trophy.
May 30 ..	Closing Date for King's Cup Entries.
June 6 ..	Newcastle Aero Club Meeting.
June 6 ..	Brooklands Aero Club Meeting.
June 8 ..	Internation Rally at Bucharest.
June 20 ..	Flying Display, Bristol Airport.
June 25-26	Northamptonshire Aero Club Meeting.
June 26 ..	R.A.F. Dinner Club—Annual Dinner.
June 27 ..	R.A.F. Display at Hendon.
July 8-11	Blackpool International Meeting.
July 15 ..	Italian Air Tour.
July 25 ..	King's Cup Race, Heston, Round England to Heston.
July 25 ..	International Gliding Competition Starts at Wasserkuppe.
Aug. 22 ..	Newcastle Aero Club Meeting.
Aug. 29 ..	Boulogne-sur-Mer Aero Club "Week."
Sept. 5 ..	Flying Meeting at Haldon, S. Devon.
Sept. 12 ..	The Schneider Trophy Contest.
Sept. 26 ..	Bristol and Wessex "Garden Party."

Britain Leads in the Air

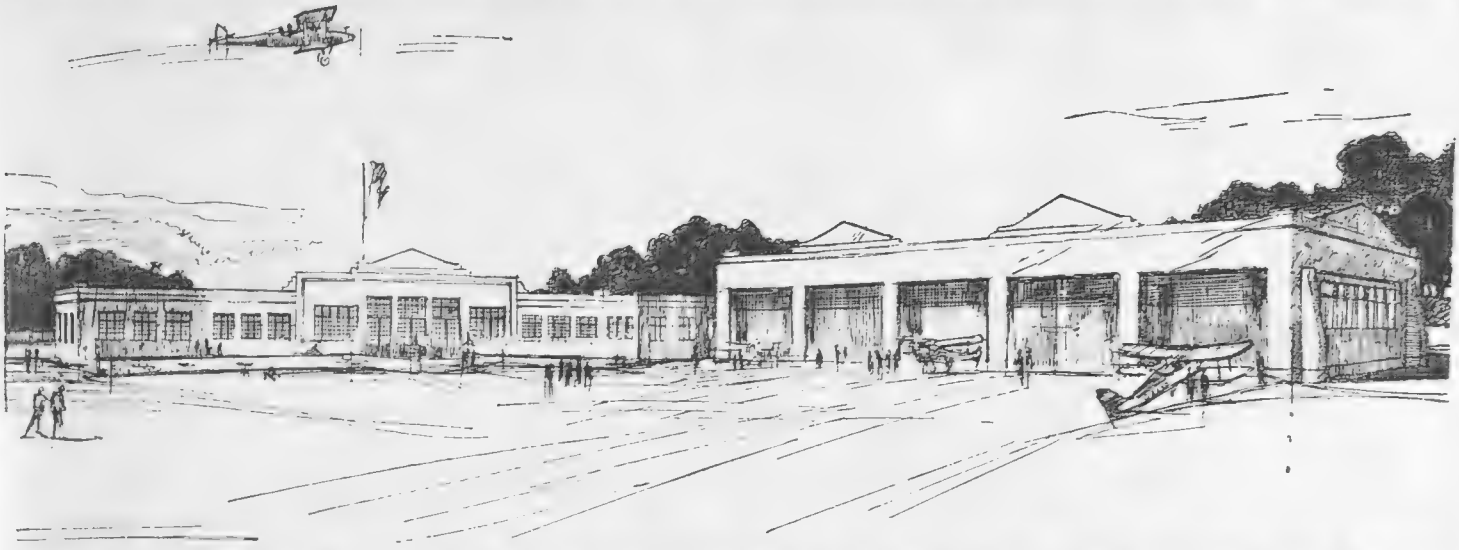
THE research work by Vickers or Glosters in the design of high-speed types to capture the world's record, or by Rolls-Royce and Napiers to produce an engine of 2,000 horse-power weighing less than our car, or by firms like Armstrong Siddeley's, Bristol's, and De Havilland's, in making both machines and engines, has a direct bearing on whether we can cover, as a matter of routine, 100 or 150 miles in an hour. The Shell Company equips the African Air Route, over 5,000 miles long, with petrol dumps every 200 miles or so. Plugs by K.L.G., tyres by Dunlop, glass by Triplex, instruments by Smith's, floodlights and beacons from Chance Brothers, parachutes tested by Mr. "Irvin" himself, and Wakefield's "Castrol," proved by record flights without number, all play a principal part on the world stage where flying takes place. Nor must it be forgotten that the Director of Civil Aviation and his staff spend most of their time in helping the Industry and those who fly. The municipalities, advised by Sir Alan Cobham, are gradually establishing their own air ports. Britain leads where safety and utility is concerned, and before this century has run its course everyone will have to travel by air. We remain the envy of most other countries in the matter of flying, and particularly in regard to the Clubs. Remembering that flying is pleasant as well as useful, look up the nearest club and try the air for yourself.

C. E. W.

THE "AIR-WORKERS"

Messrs. Norman and Muntz, who have created and manage Heston, London's second airport, where most private owners clear Customs when flying to and from the Continent

INDIVIDUAL TUITION



THE DE HAVILLAND SCHOOL OF FLYING

HATFIELD AERODROME · HERTS. Telephone HATFIELD 250

"18 Miles from Charing Cross on Barnet Bypass Road"

CASTROL AGAIN!

Reproduced by courtesy of "Flight"

Messieurs Bossoutrot and Rossi cabled to us from Oran, Algeria on March 2nd:

"Time record beaten and brought to 75 hours 23 mins. also distance record brought to 8805 kilometres THANKS TO EXTRAORDINARY QUALITIES OF CASTROL which assured us a perfect and economical lubrication of our 600 h.p. HISPANO mounted on BLERIOT machine. Consumption 45 kilograms—we thank you and CONGRATULATE YOU FOR HAVING MADE POSSIBLE SUCH RESULTS."

Bossoutrot and Rossi.

(Subject to homologation)

WORLD'S CLOSED CIRCUIT DISTANCE & DURATION RECORDS BROKEN ON

WAKEFIELD **CASTROL**

the Conqueror of the Atlantic

Lieut.-Comdr.
Glen Kidston's
ENGLAND—CAPE TOWN FLIGHT

Extract from leading London Newspaper, April 7th:

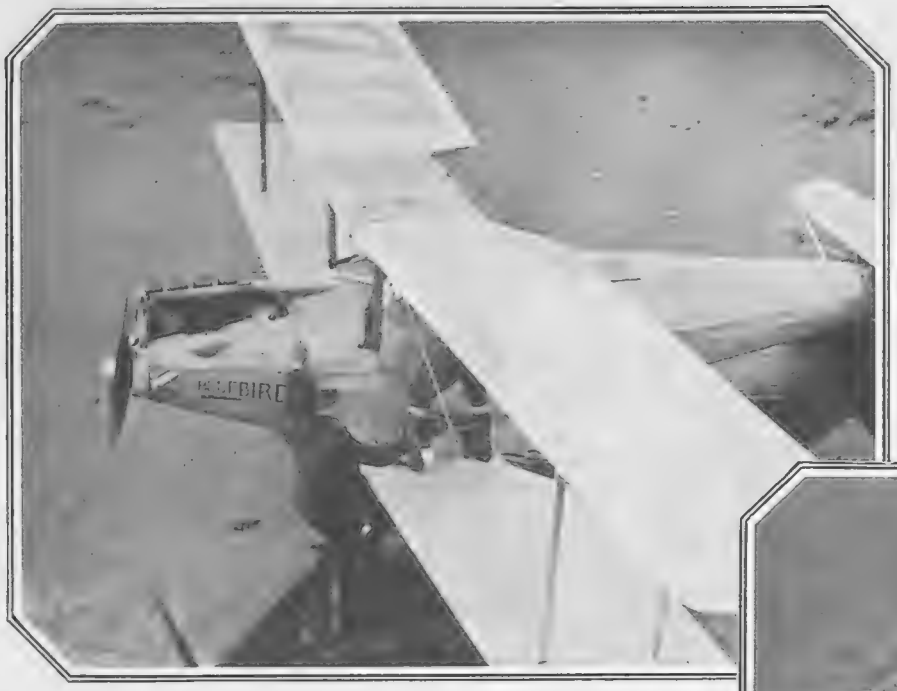
"If I, a private owner, can do a trip like this without any proper organisation other than the Shell Company, a commercial company with relays of machines could do it very much more quickly."

Extract from Glen Kidston's Cable:

"Shell organisation excellent fullstop Shell oil and petrol most satisfactory and contributed largely to success of flight—Glen Kidston."

Lieut.-Comdr. Glen Kidston relied on
SHELL
SPECIAL AVIATION PETROL AND LUBRICATING OIL

Stuart



It came as no great surprise to Mrs. Bruce's friends when she decided to take up flying, and the story she tells in this article leads up to and includes her flight across Europe, Asia and America, after one of the shortest periods of training on record, some 40 hours in the air

On the left is Mrs. Bruce's little Gipsy Bluebird being inspected after landing on the flooded aerodrome at Osaka, Japan

Alfieri

The lady above needs no introduction to the sporting public, for she has been famous for some years as a racing motorist of great skill and daring, quite apart from her solo flight round the world, which included, incidentally, the first flight from England to Japan

THE HON. MRS. VICTOR BRUCE ON

ROUND THE WORLD BY BLUEBIRD

WHEN finally I decided last autumn to attempt a flight round the world, various climatic considerations made it necessary to conclude all the preliminary organisation as quickly as possible. In arranging for petrol supplies, ordering compasses, and similar essential gadgets, buying maps, and, incidentally, learning to fly, only a very short time was left for the acquisition of the complicated art of navigation. Consequently, the master mariner who was my instructor found himself faced with the task of imparting to me the essentials of the science in a series of six short lessons. He was naturally a little dubious about it, and I shall never forget the politeness with which he concealed his despondency when, leading me to a blackboard in his office, he drew a series of chalk lines on it, and remarked: "Now, you see those meridians . . ." "Meridians?" I said. "What are they?" They might have been a range of mountains for all I knew, and my instructor realised that he had to start right from the very beginning.

HOWEVER, six lessons it had to be; and six lessons it was, though almost every post brought me diagrams, picturesque drawings of lightships and similar matters which I had to swot up before the next lesson. They say that prominent men, such as Mr. Joseph Chamberlain, and maybe Mr. Lloyd George, experience a distinct enlargement of the forehead as a result of their concentrated brain work. I can believe it; for without exaggeration, after this tabloid instruction my head became a good quarter of an inch larger, and I actually had to change my previously quite comfortable flying helmet for a larger size. My friends, as one might expect, said that I had just an ordinary attack of swollen head, but whatever the cause there is no doubt about the effect.

BEFORE I set forth on this flight, the longest trip that I had made entirely alone was from Brooklands to Heston, a matter of a mere few minutes. My husband used to say that if there was a possible chance of losing the way I should lose it. But on my flight round the world I always seemed to land at the right place, though, no doubt, on many occasions the wind was kind. In that misty dawn when I took off from Heston, the realisation of what I had undertaken rushed over me in full force, and the necessary good-byes left me somewhat downhearted.

BY the time the English Channel hove in sight I had cheered up a little, and, finding Frankfort without difficulty, I began to think that perhaps the task wasn't so bad after all. Passing Frankfort I flew on for some thirty minutes, but the weather was steadily becoming worse, and finally I decided that it would be wiser to turn back for a weather report. I also wanted another map to set out on a new course via Munich to Vienna, as although this

meant an extra hundred miles of flying, it avoided the worst of the weather. At Munich I rang my husband on the 'phone, giving him the shock of his life. He told me that my friends had not expected I should succeed in leaving England, but should come down somewhere in Kent; but now I had crossed the Channel they would be prepared to believe that I might even reach Tokyo!

NAVIGATION in the more populated parts of Europe needs a great deal more concentration and care than in more desolate districts. After Munich I had to cross the mountains, and what with low clouds, a network of roads, three different railways to add to the confusion, and a fog in the valley of the Danube, I became thoroughly uncomfortable. Landing, I waited my opportunity when the fast-moving clouds cleared a little, and eventually reached Vienna aerodrome with a heartfelt sigh of relief. Thereafter, Budapest, Belgrade and Sofia offered no serious hindrance on the way to Constantinople, though the higher mountains of the Balkans were a new experience for me.

FINDING my way across Asia Minor proved relatively easy, since there is only one railway to follow. The Taurus Mountains, rising some 10,000 feet, and wreathed in cloud, interposed between me and my next objective, Aleppo, and gave me an opportunity to take an angle of drift as my instructor had taught me. For this purpose a most interesting design had been painted on the tail of my machine, and I had stood a good deal of chaff from my uninstructed friends, who professed to wonder why I had camouflaged the machine to look like a dab or a zebra. This decoration scheme, however, proved most practical, and of particular service to the novice in eliminating the need for any calculation of wind drift. The tail was painted with three lines to port and three to starboard, each line representing ten degrees of drift. All one had to do was to fly a straight compass course over some definite object noted on the ground, and, having passed it, look back. If that object remained centrally between the two sets of lines there was no drift; if it appeared to port or starboard, the wind was causing just that amount of drift indicated by the line under which the object appeared. The scheme is ideally simple, and I was rather pleased in America when a party of naval officers made a special journey to question me on this subject and to examine the markings on the machine.

The crossing of the Taurus range went entirely according to plan, but I had been warned that I must make the trip to Aleppo in one hop, as to land in Turkey would cause endless trouble. Actually, I think I landed all over Turkey, including the secret aerodromes, and paid a special visit to Angora to see the Governor, and, if necessary, smooth things over. I was met with the greatest consideration, and couldn't resist the temptation to wire my pessimistic advisers in England: "Having a glorious time in Turkey!"

I REACHED Baghdad and Basra without serious difficulty, but entirely failed to identify the Garden of Eden, a little matter to which I had rather looked forward, as it might have been possible to take an angle of drift from the famous apple trees! Disaster awaited me on the next stage to Karachi, and I was forced to bite the dust near Jask, on the Persian Gulf. After three days under the merciless desert sun, with very little protection, food, or, more important still, water, I was rescued, and able to fly the machine to Jask, and, later, to Karachi, for the necessary repairs. While awaiting help in the desert a number of Baluchi tribesmen took me under their wing, so to speak, but their friendship was rather expensive in the matter of watches, which they simply adore. The chief took a fancy to my stop-watch, an essential in the more complicated methods of navigation, and I succeeded in recovering it only by playing enchanting music on an alarm clock!

Planet News

The Writing on the 'Plane. Edna May Cooper, an American pilot, leaves her autograph on the Bluebird's wing. Mrs. Spencer Cleaver, a British woman pilot, is on the left with Mrs. Bruce and another American on the right

Sport and General

Mrs. Bruce at a welcome banquet in Osaka, wielding the chopsticks with the same skill that she displayed in flying the previous stage of 500 miles across the Yellow Sea

TO cross India from Karachi to Calcutta is simple, but requires intense concentration, as it is just as simple to lose the way. I seemed, however, to have an uncanny knack—though I say it myself—in finding aerodromes, and India did not bother me at all. My great dread, even before leaving England, was the Siamese jungle. At one stage a landing was necessary at a tiny place right in the forest; and the alternative was unpleasant to think about, as by that time one would have neither petrol nor daylight, and there are no other towns or villages within hundreds of miles. When I reached this section there was nothing to do but set a course as accurately as possible and sit tight.

(Continued on page 146)

THE SEGRAVE "METEOR"

A CABIN MONOPLANE with 2 GIPSY III ENGINES.

SPEED with SAFETY.

THIS LUXURIOUS 4-SEATER
IS GUARANTEED TO CLIMB, FULLY
LOADED, WITH ONE ENGINE STOPPED.

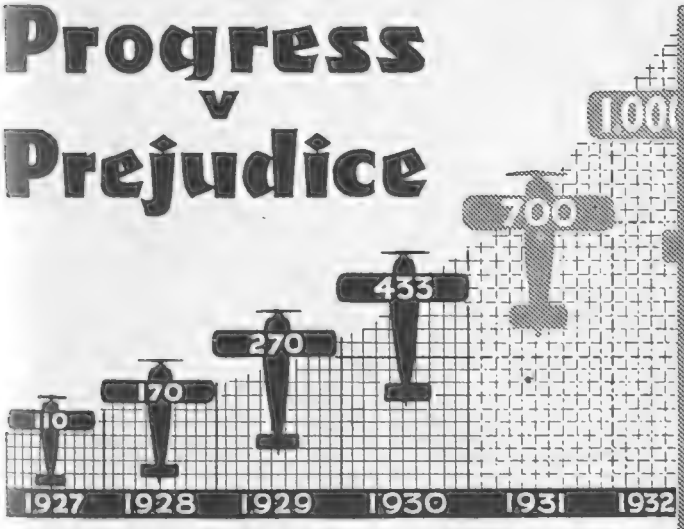
TOP SPEED, 145 MILES AN HOUR.

CONSTRUCTED IN METAL by

THE BLACKBURN AEROPLANE & MOTOR CO., Ltd.

BROUGH, EAST YORKSHIRE.

Progress v Prejudice



Who will be flying this year? This graph tells you. The number of private owners almost quadrupled in three years—a triumph of Progress over Prejudice! Private flying is no mere passing craze. To fly is merely to be up to date.

Heston Air Park is fully equipped for *every* flying need—it even has its own Customs facilities. Come to Heston, and let us show you the advantages of this way of travelling . . show you how easy it is for you to fly, too. Meanwhile, there is a booklet, "About Heston," which you would like to read. May we send you a copy?

AIRWORK LIMITED

HESTON AIR PARK, HOUNSLOW, MIDDLESEX

Telephone: HAYES 410. (25 minutes from West End)

HESTON AIR PARK

★ THEY CHOSE A BLACKBURN BLUEBIRD

because they knew that it was built by a British firm whose aircraft constructing experience dates back to the pioneer days. They chose it also because of its all-metal structure (the only British light plane so built) which enables it to stand up to any kind of treatment in any variety of climate for year after year. Finally they chose it for its comfort, its ease of control, its economical performance, and its proven record of dependability, as well as the advantage of side by side seating.

★ **Hon. Mrs. Victor Bruce —World Flight.**

The first round-the-world tour in a light aeroplane was made by the Hon. Mrs. Victor Bruce in a Bluebird. Leaving Heston in September last year, she made the first flight from England to Japan. Shipping her plane across the water, she arrived in Vancouver, and from there flew across the American Continent to New York. She arrived in Heston in February of this year after having flown 20,000 miles with—in her own words—" no trouble at all with the staunch little Bluebird."

★ **Miss Delphine Reynolds —London-Cape.**

After an exhaustive survey of existing types, Miss Delphine Reynolds chose a Bluebird Seaplane (inverted engine) for her flight to the Cape.

PRICES FROM £595

Sole Distributors

AUTO AUCTIONS LTD

BURLINGTON GDS., OLD BOND ST.

LONDON, W.1 'PHONE *VICTORIA 8761*

Interested spectators at Kareima watching an Armstrong Siddeley Argosy, one of Imperial Airways' mail and parcel 'planes, being refuelled.

SHOPPING BY AIR MAIL

How the "Great Eight" is serving its Readers who live on the Empire Air Routes

WHEN living overseas the problem of how to buy advertised goods, or, for that matter, anything which is not stocked by the local store, itself perhaps 50 miles away, is a very real one. With the inauguration of the African Air Route, which passes through Egypt, the Soudan, Uganda, Kenya, Tanganyika, N. and S. Rhodesia to South Africa, THE BYSTANDER, in conjunction with other papers in the "Great Eight" group, is able to offer its readers a service, free of charge, for the despatch of parcels through a central bureau. Any orders from readers, at home or abroad, for goods advertised or made by the advertisers in THE BYSTANDER, *Graphic, The Illustrated London News, The Sketch, The Tatler, The Sphere,* or *Britannia and Eve* will be dealt with promptly, packed and despatched by the next mail 'plane of Imperial Airways, Ltd.

Sufficient cash to pay for the goods and to cover the freight charge must accompany the order, unless the purchaser has an account. Any surplus money will be refunded by Air Mail, or, if desired, held as a credit against future requirements. An advertisement cut from the paper will assist appreciably the work of our new department.

It will interest our readers to know that amongst articles consigned regularly for carriage by Imperial Airways over long distances are dresses, hats, sweets and chocolates, books, medical supplies and concentrated foods; also spare parts for cars, aeroplanes, farm and factory machinery. Before the end of 1931 a weekly air service will be operating to Cape Town, which then becomes eleven days' distant from London, and in a few years' time, with faster machines flying certain sections by night, Kenya will be but four or five days from home, and South Africa no more than seven.

Those interested in our scheme, for which no agency charges are made, can obtain full particulars from THE BYSTANDER, Inveresk House, London, W.C.2, envelopes to be marked "Air Parcel Bureau," or from any Imperial Airways' Station managers in the territories named above, and also in Palestine, Irak and India.

ROUND THE WORLD BY BLUEBIRD (continued from page 144)

Bangkok was the last chance of taking anything useful in the way of observations, and after that the view below showed trees, trees, and yet more trees, to the limit of one's vision. Well, I did find the tiny place and sent my husband a wire—one of many which never arrived—saying, "Found wigwams in jungle."

FROM this place I had to fly across the mountains of French Indo-China, strike the coast of the China Sea at Vinh, and then fly up to Hanoi, Hongkong and Shanghai. The greatest difficulties were in the initial stages, as the mountains are always covered in clouds, and it is necessary to climb sometimes 15,000 feet in order to clear them. On the last stage I had to decide whether I should fly 500 miles across the Yellow Sea or follow the coast to Mukden, and so down Korea to Seoul, with the narrow crossing of the Korea Strait to Japan. After having my compass swung by officers of H.M.S. Bridgwater at Shanghai, I dined on board and we sat up most of the night studying maps and weighing the pros and cons. I came to the conclusion that as the aerodrome at Mukden was reported to be flooded, I should probably damage the machine in landing, and not reach Japan; whereas if I could find my way across the 500 miles of sea I should have nothing to worry about, and accomplish what I had set out to achieve.

THE Holy Fathers at Ziceawei Observatory, Shanghai, waited up all night to give me the very latest weather report, and I set off, with Mokpo, on the foot of Korea, as my objective. Nagasaki would have been nearer, but there I was not permitted to land owing to manœuvres in progress. Some fifty miles short of Mokpo there is a tiny island, a mere quarter-mile in circumference, which possesses an interesting legend on the origin of the human race, concerning three men, three weeks, and the necessary beauteous maidens. I found it hard to believe the legend, but the island proved useful for observation purposes. Checking my drift from the Bridgwater I flew away into the blue, quite reconciled to sitting tight for six solid hours before making the island. All went well; the hours crept by, and land was due at 1 o'clock. At a quarter to one I peered ahead, but could see nothing but ocean; at 1 o'clock there was still nothing. At 1.15 land was getting badly overdue; there was not even a ship in sight, as I was far off the ordinary traffic routes. I began to doubt the wisdom of my choice and to wish I had never started; to wonder if I had borne too much to star board and was over the Korea Strait. And then, at 1.35, in the distance I saw a shadow which looked like the back of an elephant. I scarcely dared to hope, but in a moment or so the outline of Ross Island resolved itself out of the haze. From Mokpo I flew to Seoul, and two days later made the 800 miles' trip to Osaka, and on to Tokyo. And that was that!

After crossing the Pacific by liner to Vancouver, I found greater difficulties in navigation than any encountered in Europe or Asia, owing to the banks of fog and smoke over towns, and to the mist and clouds in the mountains and on the coasts. It actually took me an hour and a half to find the aero drome at the big city of Baltimore, and the mud heap upon which I wrecked my machine. Repairs completed, I crossed to Europe, flew from Le Havre back to London, and over the Channel it was necessary to get above the clouds. I allowed myself a quarter of an hour and then dived through. What a welcome sight to see the shape of Dover Castle. M. B.

Topical

The Robinson Redwing, another 'plane with seats side by side. The luggage locker is roomy enough for several suit cases and etceteras for a long week-end

for the

Owner Pilot

Any type of Aircraft supplied for cash or on Deferred terms. Part exchanges arranged.

Buy your Aeroplane from the only people who depend solely on the sale of Aircraft for their existence.

BRIAN LEWIS & C. D. BARNARD LTD.

30, CONDUIT STREET, LONDON, W.1.
Showrooms & Demonstrations at Heston Air Park.

Telephones: London: Mayfair 7028/9.
Heston: Hayes 410.

J. D. DAVIS

E. A. JONES

ALL THIS EXPERIENCE

800,000 MILES

IS AT *YOUR* SERVICE...

...AND WILL MAKE YOU A SAFER PILOT

E. E. LOWDELL

BROOKLANDS

SCHOOL OF FLYING, LTD.
BROOKLANDS AERODROME, BYFLEET
BYFLEET, SURREY. *436-437.*

British Aviation Experts wrote this advertisement. This is one of a series of advertisements which quotes opinions expressed by aviation experts who have examined the Redwing.

Several reasons why

Exceptionally Low Landing Speed

The Redwing has a low landing speed. Such a machine, other things being equal, should be usable on 50% more days every year in this country than a machine with high landing speed. *From Oliver Stewart's "Air Eddies" page in the Tatler.*

Quick Take-Off

E. H. Alliott recently wrote in "Airways": "I flew the Redwing in a fairly stiff wind at Croydon and became 'unstuck' considerably sooner than I expected. I thought at first the machine had merely bounced into the air, but it was a genuine effort, for the Redwing started climbing immediately."

Comfortable Side-by-Side Seating

The cockpit in the Redwing is very roomy and comfortable. The seats are arranged slightly staggered to give a good view forward and to give pilot and passenger plenty of elbow room. The view is very good all around.
From "The Aeroplane."

Write to REDWING AIRCRAFT CO. LTD., STAFFORD ROAD, CROYDON, SURREY, to-day for our new booklet.

Price £650 Standard Model
—or— £660 with dual-control

you should consider

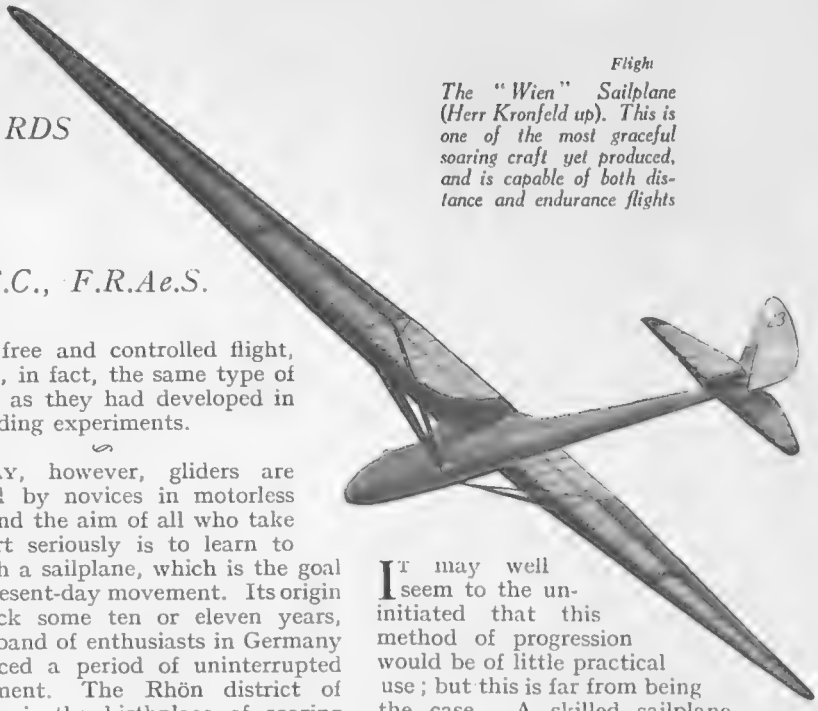
REDWING

GLIDING

THE NEW MOVEMENT TOWARDS CHEAPER FLYING

By

THE MASTER OF SEMPILL, A.F.C., F.R.Ae.S.



Flight

The "Wien" Sailplane (Herr Kronfeld up). This is one of the most graceful soaring craft yet produced, and is capable of both distance and endurance flights

ALTHOUGH the possibility of man's achieving gliding flight has been contemplated from the earliest times, it is only within the past decade that any great progress has been made. In this country it was not until last year that any substantial interest in gliding and soaring was aroused, but the advance since has been remarkable; for while, at the beginning of 1930, experts were doubtful of success, there are now more than one hundred clubs in Great Britain, and the number of persons actively interested in motorless flying can be fairly estimated at not less than 10,000.

MOTORLESS flight may be divided into two phases—the gliding or perambulator stage, and the final stage, that of soaring. In gliding, the machine is launched from the top of a hill and descends to the bottom. The development of the glider has played an important part in aeronautical history, for it was experiments with such that led to the evolution of power-driven aircraft. The Wright brothers carried out many gliding flights at the commencement of the century. They realised that, if they could produce a controllable glider, the problem of mechanical flight would be solved by the addition of an engine. Their machine of 1903 was the first man-carrying power-driven aircraft to achieve free and controlled flight, and was, in fact, the same type of machine as they had developed in their gliding experiments.

TO-DAY, however, gliders are used by novices in motorless flight, and the aim of all who take the sport seriously is to learn to soar with a sailplane, which is the goal of the present-day movement. Its origin goes back some ten or eleven years, when a band of enthusiasts in Germany commenced a period of uninterrupted development. The Rhön district of Germany is the birthplace of soaring flight, and the scientists and pilots there have amassed a vast amount of knowledge on the subject.

THE soaring machine or sailplane occupies a position analogous to the aeroplane, as does the sailing ship to the steamer. The aim of the sailing pilot is to utilise the rising air currents deflected upwards when the wind strikes a hill, or which are to be found near certain cloud formations, or which are generated by the heat of the sun. He uses these up-currents to gain height above the starting point, and, a sailplane being designed to have a very flat gliding angle and low sinking speed, he may set out on a short cruise to some neighbouring hill or make a duration flight.

Topical

Mr. E. H. Lingard, who is in charge of the Bedford Gliding Club, giving a few pointers to some lady pupils. The cable seen attached to the nose is used for launching the glider down-hill

IT may well seem to the uninitiated that this method of progression would be of little practical use; but this is far from being the case. A skilled sailplane pilot can, if he knows the country and the atmospheric conditions are suitable, reach his destination, possibly one hundred miles distant. A motorless machine has remained in the air for more than fifteen hours, over one hundred miles in a straight line have been covered, and an altitude of nearly 10,000 feet above the starting point has been attained. Obviously, the possibilities of sailplaning are considerable, particularly when it is realised that the duration and distance records have been made within the last two years.

AS a sport it is ideal, calling for the exercise of keen judgment and a high degree of skill, and it entails sound physical fitness. The conditions in this country are very favourable for its development, and the rate of progress, already noted, shows how much enthusiasm is being aroused. Many of the gliding clubs are constructing their own machines, and this is giving members an interesting and practical insight into some of the principles that govern the design and construction of aircraft; for the sailplane is really an aeroplane without an engine, but designed to meet the special conditions of its use.

CONSIDERED solely on its intrinsic merits, soaring is a sport that cannot fail to appeal to us, but it is something more than an end in itself, for it is the means of introducing large numbers of people to flying. The light aeroplane movement, of course, has done much to popularise aviation during the past few years. Costs have fallen, and the use of the small power-driven machine is now well within the reach of the man of moderate means, but he forms a relatively small proportion of the community. The operation of a private light aeroplane entails an expenditure up to £300 per annum, assuming 200 to 250 hours' flying a year, and while costs remain near that figure, owner-pilots must be limited in

(Continued on page ii)

"What, ME trust myself in an aeroplane?"

"Those were my very words before I first went up"

SAYS CAPTAIN MAX FINDLAY

There's nothing worrying or complicated about learning to fly. You can feel exactly what the instructor does with the controls, for you have a duplicate set. He's there—alert, helpful—teaching you all the time. Quickly—quicker than you'd think possible—you're flying by yourself. Climbing into an NFS machine on one of these blue and gold spring mornings. Taking off, and heading your purring aeroplane away to Reading or to Nottingham or to one of the other NFS air parks! Come to Hanworth and let Captain Findlay show you how quickly and how cheaply NFS will teach you to fly. Come and see the careful daily inspection of all NFS aeroplanes. Come and let us show you over the magnificent club-house. Come and fly with NFS!

NFS stands for National Flying Services, the great private flying organization with a chain of air parks and club-houses covering the country A member of one is a member of all. Headquarters: The Hanworth Club, The London Air Park, Feltham, Middlesex ● Clubs also at Reading Nottingham, Leeds, Hull and Blackpool.

NFS

● 12 miles from London, just off the Great West Road. 'Phone: Feltham 236.

THE BEST MACHINE IN THE WORLD"

AVIAN

THAT'S WHAT KINGSFORD SMITH SAID—and he ***should*** know. Of course, he also knew the quality and skill which is built into every Avian machine—right down to the smallest nut and bolt . . . the reason why Avian is the supreme achievement in light aircraft.

Prices and Models:

Mark IV Avian. Wooden Fuselage. Cirrus II Engine - -	£575
Mark IV Avian. Wooden Fuselage. Cirrus III Engine - -	£595
Mark IV M. Avian. Metal Fuselage. Hermes Engine - -	£795
Mark IV M. Avian Sports. Metal Fuselage. Hermes Engine	£825

£350. From this price upwards we have a few really first-class guaranteed aeroplanes. Full lists and particulars sent immediately on request.
Trial runs anywhere—distance no object. Unique easy payment terms and liberal allowances for Aircraft and Automobiles in exchange

HENLYS

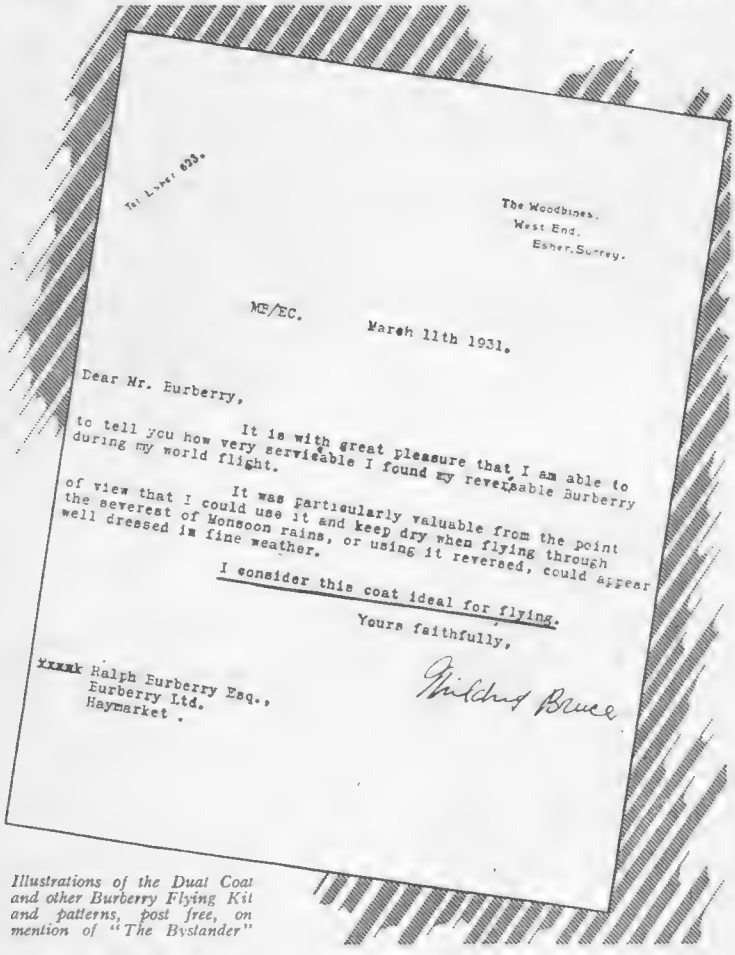
AVIAN CONCESSIONAIRES FOR THE UNITED KINGDOM

Devonshire House, Piccadilly, W.1.

Hangars, Machines and Experts at HESTON AERODROME, MIDDLESEX, ENGLAND. Telephone: Hayes 410.

The Hon. Mrs. Victor Bruce arriving at Tachikawa Aerodrome, wearing the reversible Dual Burberry she used during her Round the World Flight.

THE IDEAL COAT FOR FLYING



Illustrations of the Dual Coat and other Burberry Flying Kit and patterns, post free, on mention of "The Bystander"

THE DUAL BURBERRY

WARMTH-GIVING OVERCOAT & RELIABLE WEATHERPROOF

Instantly reversed from one to the other by simply turning the coat inside-out.

BURBERRYS LTD. HAYMARKET S.W.1

The Black Forest Revisited

Spas & Health resorts
Golf-Tennis-Motoring
Troutfishing

Information and illustrated Prospectus from all Travel Agencies, the German Railways Information Bureau, 19, Regent Street, London, or the Black Forest Hotel Proprietors' Association, Furtwangen, Germany.

At **Baden-Baden,** in the Black Forest, high society lives comfortably and cheaply in the beautifully situated

"BELLEVUE."

All comfort, artists trio, bar, dancing, bridge tea's, indoor golf course. Opposite the hotel: tennis courts, swimming and sunbaths. Prospectus.

Manager: A. Kleeblatt. *Proprietor:* R. Saur.

KINMEL SCHOOL

THE NEW ENGLISH PUBLIC SCHOOL FOR BOYS

Available for boys from 13. ADVANCED COURSES IN COMMERCE AND ENGINEERING, where vocational training after a sound general education is combined with the best Public School traditions.

Chairman of the Governors—LORD TEYNHAM. Headmaster—Mr. H. A. GORDON CANE, B.Sc.

The boys are housed in a modern Mansion of more than 100 rooms, 400 feet above sea-level, in its park of 300 acres overlooking the sea, the Welsh mountains and the lovely Clwyd Valley. Bracing Climate. *Every modern convenience has been installed,* including Hot and Cold shower baths; all Cooking and Lighting by Electricity. Central heating in all dormitories. The dietary is ample and includes fruit, which makes the usual tuck-boxes unnecessary. Cricket, Football, Hockey, Tennis, Boxing, etc. Model Office for business instruction. Engineering shop for experimental work.

Fees: 129 Guineas per annum (inclusive)

For particulars and prospectus apply to:

THE HEADMASTER, Kinmel School, Denbighshire.

Fashions Fancies

A SUGGESTION FOR ASCOT AND THE ROYAL GARDEN PARTIES

An ensemble of this character is one that a woman really needs to be a success this summer. It was designed and carried out by the House of Reville, Hanover Square. Not only the dress, but the hat and sunshade are of pale rose-pink broderie anglaise. The graduated frills and modified epaulette sleeves are important features

Natural Beauty and Pastel-tinted Coats

Fashions in Slim Beauty

Fashion has a great deal to say about beauty to-day; she is in favour of health, and declares that she will *not* countenance anything that is exotic, and that health is of paramount importance. Sports and exercise in general all have their rôles in creating a healthy skin. This is the foundation of good looks, and when these are attained art may step in and give the finishing touches. As everyone knows, there is nothing more ageing or crude than a face looking obviously made up.

It is ensembles of this character that women will wear. It may be seen at Druce's, Baker Street, and is carried out in printed floral crêpe de Chine. The dress is innocent of sleeves, but the coat is provided with them

Going Back to Nature

Natural beauty, the aim of every woman, can only be achieved by restoring and retaining the natural foundations, declares Nina Hampton, whose pleasant and restful salons are at 35, Sackville Street. She is likewise emphatic that inadequate nourishment of the muscles and skin texture ultimately results in atrophy, loss of contour, and a sallow and wrinkled complexion.

In order to overcome these troubles, she is responsible for treatments which consist of scientific manipulation of the deep-seated muscles, bracing and strengthening them to their correct positions. By this method wrinkles are eliminated, all poisonous substances are diverted from the blood stream, the skin becomes firm and of natural texture, and a clean-cut contour is regained. Her brochure is particularly interesting; it will be sent gratis and post free.

Preparations that Please

Furthermore, Nina Hampton's beauty preparations do indeed perform the work that it is claimed they will do. There is the skin food (2*s*. 6*d*.) a pot; it scientifically feeds and cleanses the skin and prevents malnutrition and wrinkles. It must be used regularly every night before retiring to rest. The day cream is the same price; it is an excellent foundation for powder and protects the skin from the unkind attentions of the weather without clogging the pores. As there are many women who suffer from shiny red noses a few words must be said about the nose cream (2*s*. pot). In the first instance it camouflages and subsequently conquers the defect.

The Art of Hairdressing

Emile, that well-known artist in hair, 24, Conduit Street, W., says that the length of hair sanctioned by fashion is just right and could not be improved on, as it permits of just the right amount of elaboration and can be used to suit every type of face. It can be dressed to cast a shadow over a too-prominent nose, the elongated face may be shortened, and the round face lengthened. He considers that women with dark and ripe gold hair should consider themselves very lucky, as the richness of these shades is particularly suited to the 1931 modes in hairdressing.

For Their Majesties' Courts

Furthermore, he is particularly successful in not only dressing the hair, but in arranging the veil and plumes for those attending Their Majesties' Courts, which in these days of short hair is not nearly such an easy matter as it appears to the casual observer. Some are arranged with bunches or clusters of curls which support the veil and plumes, By the way, it must not be overlooked that Emile excels in the art of permanent waving. He will be pleased to send his illustrated catalogue gratis and post free to all who mention the name of this paper; they are worthy of careful study.

Emile has adhered to the regulations regarding the arrangement of the plumes and veil, nevertheless the result is becoming and graceful

Inexpensive Frocks and Wraps

Now that Easter is over women are seriously considering the all-important subject of equipping their wardrobe for the summer. Pleasant are the prices and attractive are the fashions that may be studied at Druce's, Baker Street, W. Even a casual glance through their catalogue, which is illustrated with photographs, will convince all and sundry of this fact. To them must be given the credit of the ensemble pictured on this page. It is carried out in printed crêpe de Chine showing a floral design; a strong point in its favour is that it is sleeveless, and although the coat has sleeves it is only 3½ guineas. It is primarily destined for women of generous proportions. The becoming new version of the sailor hat which completes the scheme is of green straw trimmed with white piqué; it has a gutter crown, and is 32*s*. 6*d*. A fact that cannot be made too widely known is that there are floral georgette models consisting of dress and short coat for 49*s*. 6*d*. Furthermore, for 79*s*. 6*d*. there are well-tailored and useful wrap coats; they are available in pastel shades of blue, green, yellow, and beige. In West of England covert coating they are 5½ guineas.

BOOKS AND PEOPLE

MICHAEL ARLEN IN AMERICA By "Junius"

HUNDREDS of people have been thrilled by Mr. Michael Arlen's presentment of a Mayfair which doesn't exist, graphically and realistically described in I don't remember how many stories, long and short.

But has Mr. Arlen exhausted the imaginative possibilities of Mayfair, I wonder? Because in his last book, *Men Dislike Women* (Heinemann: 7*s.* 6*d.*), he applies his Mayfair method to New York. The result is not successful. Its atmosphere will doubtless be better understood in America, for whose market the book would appear to have been written.

ALTHOUGH heavily hampered by the sordidness of the story, Mr. Arlen's pen has flashed out some "Arlenesques," such as "Water is the handmaiden of American civilisation; gin is the kitchenmaid," and "She had the well-bred Englishwoman's admiration for money and distaste for knowing anything about its sources." But Mr. Arlen is much happier in an imaginary Mayfair. And I can't see what the title has to do with the story.

HAVE you noticed how few books of humour are published in these days? And how seldom you come across anything over which you can chuckle comfortably to yourself? Humour, so far as present-day literature is concerned, seems to have been swamped by sex. But if you want to have a series of chuckles and laughs, let me recommend *Honoured Sir—from Babujee* (Allan: 3*s.* 6*d.*). It is a series of actual letters written in English by native employees and others in various parts of the world, and has gem after gem of unconscious humour. For example, this Japanese instruction to English motorists: "Go soothingly on the grease mud as there lurk the skid demon. Press the brake of the foot as you roll round the corners to save the collapse and tie up." Then the Indian barber's notice: "Gentlemen's throats cut with very sharp razors, with great care and skill. No irritating feeling afterwards. A trial solicited." And a Jaffa shop notice: "Mr. —— Butcher kills himself every day at nine o'clock." To this the shop sign of a Chinese tailor makes a good pendant: "Jolly Billy, Tailor. Ladies given Fits Upstairs."

"Painted Widows make the Best War Memorials" is an advertisement of Bombay stained-glass artists. But perhaps the best of them all is quoted on the cover: "Almighty and Spanking Sir, one dam black tailor run away with my wife. Lord God, how wonderful." The compiler modestly hides his identity under the name of Babujee. Whoever he may be he deserves the gratitude of everybody who has a sense of humour.

DESMOND COKE

Whose new novel, "Stanton" (Chapman and Hall, 7s. 6d.), is a school story of an entirely new type. It is reviewed in this article

Keystone

Mr. Michael Arlen seen with his wife. He has deserted Mayfair in favour of New York in his latest novel, "Men Dislike Women," discussed on this page. It is published by Heinemann at 7s. 6d.

CRITICS and defenders of our public-school system will alike be interested in Mr. Desmond Coke's *Stanton* (Chapman and Hall: 7*s.* 6*d.*). And schoolboys will like it, too, because it gives a vivid account of school life as it actually is. Mr. Coke's school, Stanton, is not the ordinary public school. It had been established fifty years before as a private school, with its pupils limited to a hundred, and with rules which combated the "much-discussed evils of school life." Then it was a sort of Utopia amongst schools. But after the founder's death the numbers grew under an ambitious successor, and soon after the hero, Rex Gordon, went there Stanton became exactly like any other public school.

You follow the boy's career eagerly, because Mr. Coke has made him so real and human. In fact, the whole note of the book is one of convincing reality. Rex Gordon ultimately becomes headmaster of Stanton, and immediately sets to work to restore the methods of its founder, his theory being that schoolboys need greater freedom and more leisure. "There would be the boys, not fuggy half-men, but real out-of-door boys, happy with a hundred interests, gaining instructively the biggest gift that education offered, a self-respecting use of leisure both as boys and men."

I WONDER if young women in the world in which Miss Barbara Blackburn places her two heroines, Julia Hardy and Carol Finn, use quite so many swear words? However that may be, *Marriage and Money* (Secker: 7*s.* 6*d.*) is a clever novel because of its contrasts in character between three married couples. Julia and Carol marry, Carol to the first man with whom she falls in love; Julia after more reflection. Carol's marriage turns out unhappily, she and her husband being entirely unsuited to each other. Julia, on the other hand, is happy. A third couple comes into the story, Guy and Rachel Birkett. The man is a wastrel, and crooked at that. But in their way, too, despite a perpetual shortage of money, they are happy. These six characters, with their widely differing temperaments, are admirably drawn, each one standing out clearly in its place

(Continued on page iv).

numbers. Gliding and soaring provide many of the joys of flying at an infinitesimal cost. A glider may be built for round about £50. Maintenance entails the occasional replacement of inexpensive parts and possible minor repairs in case of a rough landing. Pilots obtain their certificates from the British Gliding Association, the body that controls the sport in this country, by authority delegated by the Air Ministry and the Royal Aero Club.

EVERY man and woman attracted to the gliding movement becomes, after a while, an air enthusiast, which lends further importance to the movement, for the creation of a great body of people in this country believing in the future of aviation is essential in the national interests.

FLYING SCHOOLS

International Flying School	Hamble, Hants.	
Airwork Limited	Heston	For London
Brooklands School	Brooklands	
De Havilland's	Hatfield	
Henderson School	Croydon	
Surrey Flying Services	Croydon	
The Haldon School	Teignmouth, S. Devon	
Phillips and Powis	Woodley, Reading	
Southern Aero Club	Shoreham, Sussex	
Marshall's School	Cambridge	
Northern Airlines	Manchester Airport	
Blackburn School	Brough, Hull	
Bristol School	Filton, Bristol	
Surrey Aero Club	Gatwick	
Sussex Aero Club	Ford Aerodrome, Yapton	

The British Gliding Association, 44a, Dover Street, London, W.1. For information concerning approximately 100 Gliding Clubs

PERIODICALS:—*The Aeroplane, Flight, Air and Airways, The Sailplane.*

THERE are, of course, the scientific and technical aspects, and these might well be considered the most important of all. Experience with sailplanes has already helped the development of power-driven aircraft. Perhaps of even greater value is the knowledge gained of meteorological conditions. Such knowledge is vital to the progress of aviation in all its forms, for it is generally recognised that flying can only become universal when meteorological conditions can be accurately forecasted.

BECAUSE most of the successful glider flights of the past ten years have been undertaken in the hilly Rhön district of Germany, the idea has grown up that mountainous country is alone suitable for this sport; and the popular confusion of gliding with sailplaning, or soaring, has strengthened this idea. But actually it is a fallacy. Hills, because of the up-currents they create, are advantageous; and hilly regions may be ideal for soaring, but successful flights have been made over flat country. The sailplane may start from a hill or be towed by an aeroplane or motor car until 2,000 feet in height is gained, after which soaring depends upon the conditions of the day and the skill of the pilot. The development of motor-car launching—or auto-towing as it is called—will help to solve the problem of tuition which, in these circumstances, can be carried on at an aerodrome or any other flat expanse.

GLIDING is learnt by stages—first on machines that will do no more than short glides from hills, and so, by degrees, to the sailplane. Though it does not take long to master the initial stages, only continued practice gives the experience that is essential to the successful sailplane pilot. Gliding and soaring is not a dangerous sport. In Germany, notwithstanding the scale on which it is practised by thousands, there have been only four deaths in eleven years, mostly during experimental work. That is a record of which the new and growing sport is justly proud, and we may look forward with every confidence to substantial developments in this country. W. S.

LIGHT AEROPLANE CLUBS

Clubs.	*Aerodrome.*
London	Stag Lane, Edgware
Lancashire	Woodford, Cheshire
Midland	Castle Bromwich, Birmingham
Hampshire	Hamble, Hants
Suffolk and Eastern Counties	Hadleigh Suffolk
Norfolk and Norwich	Mousehold, Norwich
Bristol and Wessex	Bristol Airport
Cinque Ports	Lympne, Folkestone
Scottish	Renfrew, Glasgow
Liverpool and District	Hooton Park, Cheshire
Northamptonshire	Sywell, Northants
Household Brigade	Heston, Middlesex
Leicestershire	Desford, Leicester
Plymouth	Roborough, Plymouth
Brooklands	Brooklands, Weybridge
Newcastle-on-Tyne	Cramlington, Northumberland

NATIONAL FLYING SERVICES

Hanworth	London Air Park, Middlesex
Hull	Heddon, Hull
Nottingham	Tollerton, Nottingham
Yorkshire	Sherburn-in-Elmet, Yorks
Berks, Bucks and Oxon Club	Woodley, Reading
Blackpool	Stanley Park, Blackpool

"Wha daur meddle wi' me?" is the slogan of the Thistle

but "They *can't* meddle with me" is the slogan of the "Star" Whisky

★★★ THREE STAR SPECIAL RESERVE

★★★★★ FIVE STAR OLD LIQUEUR for very special occasions

Crawford's LIQUEUR SCOTCH WHISKY

A. & A. CRAWFORD — LEITH, SCOTLAND.
London Office:— 24-26, Monument Street, E.C.3.

What a difference an 'Ivory' tip makes to your enjoyment of a cigarette! So smooth, so comfortable, so pure and wholesome! You will find the 'Ivory' tip only on the highest grade of Virginia cigarettes . . . Their name ?

DE RESZKE

Virginias 10 *for* 6*d.*

— of course!

Turks 20 *for* 1/-

BOOKS AND PEOPLE (continued from page i)

in the story. You are left with the impression that, despite the material difficulties in founding a family in these burdensome days, there is a happiness in marriage which nothing else can give. And that, I take it, is the impression the writer intended to convey.

I'M afraid I can't work up any enthusiasm for Mr. Grant Richards' latest novel, *Vain Pursuit* (Grant Richards: 7*s.* 6*d.*). There is certainly plenty of movement, the scene shifting from London to the Riviera and Paris, all in the world *où l'on s'amuse*, but the characters never step out of the pages. I think this is because of the forced and unnatural way in which their creator makes them talk.

IN a note to his new novel, *The Concave Mirror* (Heinemann: 7*s.* 6*d.*), Mr. W. B. Maxwell tells us that it bears a resemblance to a French novel, *Eva*, by Jacques Chardonne, but that his book was planned and certain portions of it completed before the French novel fell into his hands. But the resemblance, he says, "is one of method and not of manner." Mr. Maxwell's "method" is a journal kept by a man whose wife is unfaithful to him. You see the whole situation through the eyes of the husband. At first you think you will weary of the entries, but gradually the man's character, brilliantly and subtly built up, page by page, holds you. It is a book of pyschology rather than of incident, and since it is written in the first person, the outlook is naturally limited. Here, however, Mr. Maxwell shows his complete mastery of the subject with which he deals. A book not to be read lightly, and one entirely different from anything its author has hitherto given us.

Pearl Freeman

BARBARA BLACKBURN

The author of "Marriage and Money" (Secker: 7s 6d.). It affords an interesting study of some modern types of character

IF you like your history written as if it were a novel and are interested in Egypt, let me recommend *Cleopatra: Egypt's Lost Queen*, by H. Stadelmann (Routledge: 12*s.* 6*d.*), excellently translated from the German by Margaret M. Green. The story of Julius Cæsar, Marc Antony and Cleopatra, and the description of the Battle of Actium, which brought about the end of Egypt as a kingdom, are as thrilling and exciting as anything in fiction. "JUNIUS."

BOOKS RECEIVED

THE HOUSE WITH NO ADDRESS. By E. M. Channon. (Benn: 7s. 6d.)
CLEOPATRA. By H. Stadelman. (Routledge: 12s. 6d.)
MEN AND WIVES. By I. Compton Burnett. (Heinemann: 7s. 6d.)
THE CHOICE. By P. Macdonald. (The Crime Club: 7s. 6d.)
FLEET HALL INHERITANCE. By R. Keverne. (Constable: 7s. 6d.)
NICHOLAS II. By The Princess Catherine Radziwill. (Cassells: 12s. 6d.)
A CHINAMAN IN SUSSEX. By Andrew Soutar. (Hutchinson: 5s.)
BACKGAMMON OF TO-DAY. By John Longacre. (Putnam: 7s. 6d.)
FREE TRAPPER. By Frank B. Linderman. (Faber and Faber: 7s. 6d.)
THE HOMICIDE CLUB. By Gwyn Evans. (Shaylor: 7s. 6d.)
THE STRANGE YOUNG MAN. By Louise Gerard. (Mills and Boon: 7s. 6d.)
THE EMBASSY MURDER. By A. Hodges. (Thornton Butterworth: 7s. 6d.)
THE AVENGING PARROT. By Anne Austin. (Skeffington: 7s. 6d.)
EUROPEAN ENCOUNTERS. By Hubert Griffith. (The Bodley Head: 8s. 6d.)
THE GREAT RELIGIOUS ORDERS. By Piers Compton. (Mathews: 6s.)
RUSSIA AT RANDOM. By Owen Tweedy. (Jarrolds: 7s. 6d.)
THE SCARLET THUMB-PRINT. By Guy Morton. (Skeffington: 7s. 6d.)
TIGER DAYS. By the Hon. James W. Best. (Murray: 7s. 6d.)
THE GREAT PYRAMID OF GHIZEH. By F. W. Chapman. (Rider: 6s. 6d.)

An aid to Beauty

This soothing preparation protects the skin against the ravages of wind and sun, removes all traces of roughness or redness, and ensures the velvet smoothness of a perfect complexion. It is a delight to use. "A Beauty Treatment" in itself, Beetham's Larola, 1/6 and 2/6 per bottle.

THE PERFECT FINISH TO THE LAROLA COMPLEXION

LAROLA ROSE BLOOM Sifter Box with puff, 1/- and 2/6 per box.
LAROLA FACE POWDER. Exquisite and non-clogging, 2/6 per box.

BEETHAM'S Larola

BEETHAM'S Glycerine and Cucumber, 1/-, 1/9, 2/6 per bottle.

From all Chemists and Stores or post free in U.K., direct from:—

M. BEETHAM & SON,
CHELTENHAM,
ENGLAND.

Throat dry and sore?

The power of the "Allenburys" Glycerine and Black Currant Pastilles to soothe and refresh the throat wins for them the recommendation of all who try them. Throat comfort acquires a new meaning, once you have experienced the effect of an "Allenburys" Glycerine and Black Currant Pastille. Specially made from pure glycerine and the fresh juice of ripe black currants—they are delicious.

Allenburys Glycerine & Black Currant PASTILLES

8d. and 1/3 per box from chemists.

For more than a hundred years Hamptons have specialized in the production of

Furnishing Fabrics

which exemplify distinguished designs and supremely beautiful

Colour Schemes

K. 4936

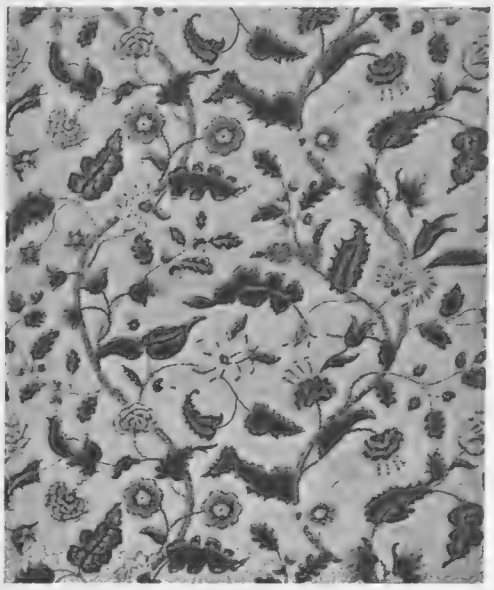
Hamptons' "Roxburgh" Printed Linen

No. K. 4936. A very useful, well-drawn chintz design printed on a good quality cloth. Chintz colourings of rose, blue and green on a natural ground; also an orange colour scheme on the same ground. BRITISH. 50 in. wide. Per yard **4s. 11d.**

Hamptons' "Pendrell" Printed Linen

Exclusive production.

K. 4845. This design has been adapted from an old Stuart needlework which has all the charm and beauty of the antique. It is printed on a heavy, coarse linen in old-world colourings on three different grounds :—Cream, Beige and Soft Yellow. BRITISH. 31 in. wide. Per yard **4s. 6d.**



K. 4845

Works and all Factories:
QUEEN'S ROAD,
BATTERSEA, S.W.8

Telegraphic Address:
"HAMITIC, LONDON"

HAMPTONS
Decorators · Furnishers

PALL MALL EAST,
LONDON, S.W.1
'Phone: GERRARD 0030

Hamptons pay carriage to any Railway Station in Great Britain

NOW FOR "The Ideal Holiday"

9ft. 6in. caravan for 9 h.p. car with sleeping accommodation for three adults. Price - - - £105

12 ft. caravan for 11 h.p. car, separate sleeping compartments, for four adults. Price - - - £135

Both fully furnished. Other models from £98 to £500

NEW TRAILER CARAVANS AT £105 & £135.

ECCLES

MOTOR CARAVANS LTD
STIRCHLEY BIRMINGHAM

Write for literature

PLEASE SPECIFY ILLUSTRATED CATALOGUE "E"

For Spring Weddings

VERY HEAVY SOLID SILVER TEA SERVICE

Three-piece Set . . .	£8 8 0
Hot Water Jug . . .	4 4 0
14-in. Waiter . . .	9 9 0

COMPLETE SERVICE £21 10 0

WRITE FOR ILLUSTRATED CATALOGUE

J. C. Vickery
145-147, REGENT STREET,
LONDON . . . . W.1.
BY APPOINTMENT TO THE ROYAL FAMILY

MOTOR NOTES

One of the Riley "Flotor-cars" to be used by Capt. Geoffrey Melins on his expedition from London to Cape Town undergoing tests on the Severn. Its designer, Mr. Stanley Riley, is seen at the wheel

SUE—FOR SAFETY

By E. M. Wright

MOTORISTS who skid to disaster on slippery roads or damage their springs by having to drive over a series of pot-holes, ridges and bumps, can protest more effectively against the authority who laid the road than merely by muttering abuse against it. They can sue it! That, at least, is the deduction to be drawn from a case at the Kingston Assizes a week or two ago. A motor cyclist whose skull had been fractured through being thrown off the machine at a point where the road had sunk three inches, sued the Carshalton Urban District Council, and the council paid up. Now some county councils are getting anxious. They have always realised their liability, but motorists have not, and actions have been almost unheard of. The lead of the bumped-off motor cyclist of Carshalton may be followed, and the councils in whose areas are certain much-criticised by-passes may well be inundated with summonses.

***

THAT is an alarming prospect for the councils concerned. Not only have the roads cost a colossal sum to build in the first place, but money has been poured out for repairs, and if every motorist who has skidded or suffered undue wear and tear decides to bring an action, the unfortunate ratepayers will be saddled with a burden that will drive them to Tierra del Fuego, Muck, Rum and Eig, or some other spot where road problems are blissfully absent. The curious thing is that councils who have, from poverty or indolence, neglected the roads altogether, will escape by pleading what the law calls nonfeasance. In other words, they will say, "True, our roads may be in a very bad state, and it's unfortunate if you skid and break your neck, but we can't help it—we have done nothing." Because they have done nothing they are practically immune, for they can only be proceeded against by indictment, a very costly process.

***

BUT the councils who have in a well-meaning though often misguided way built new roads or carried out repairs may be guilty of misfeasance and liable to pay damages. In this category come practically all the authorities in the districts on "the beaten track." The councils who can plead nonfeasance are for the most part those in the remote rural areas where the roads are so bad that no motorist would voluntarily drive over them if he could help it. In the case of these by-passes and the other quaintly named "first-class" roads where the surfaces are slippery and beginning to disintegrate, motorists who have a mishap would have a very good chance of gaining damages if they could prove that their accident was due to the state of the road and not to any fault of their own.

***

FOR example, the new Southend road has an appalling record of accidents. It may be the proximity to the salubrious air of Southend that causes the drivers to drop their usual caution. But I do know that many who have suffered skids have complained bitterly about the state of the surface. Another road that has a bad record of accidents is that unhappy highway, the Kingston by-pass—or, as I heard Lord Bertie of Thame caustically referring to it recently, the Kingston by-word. This road was completed (at a cost of nearly £200,000) only two years ago, but its surface is already in such a state that most motorists who come to grief on it would be prepared in a court of law to lay the blame on the authority who laid the road. It would be unfortunate that the authority that had spent so much money should be accused of negligence. But price is no criterion of quality, and the fact that the road cost so much is merely an aggravation.

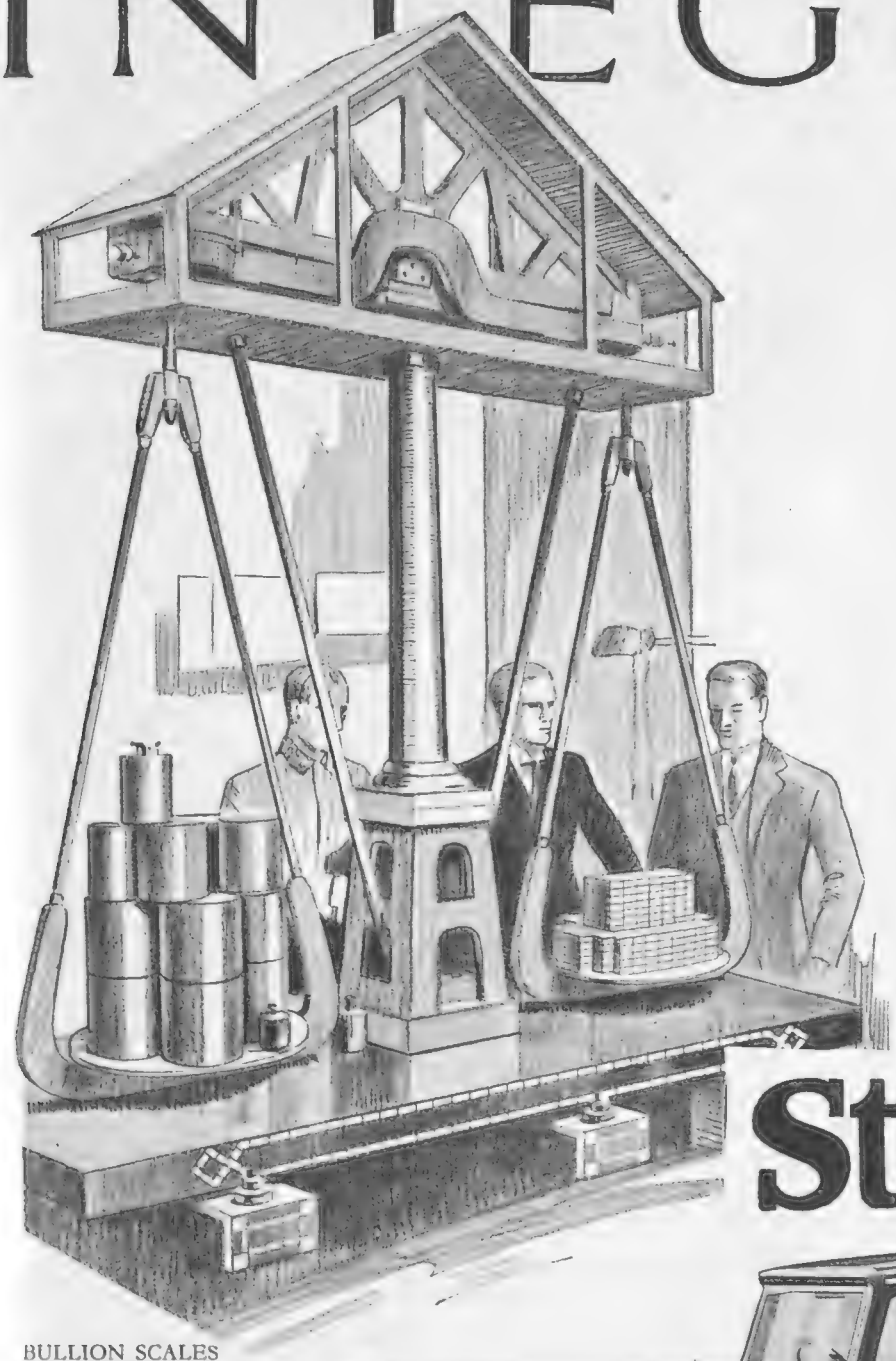
***

I HOPE that some more enterprising martyrs will bring actions. No one has more sympathy than I have with the unhappy people who in the end will have to foot the bill. But the authorities must be shown the folly of laying bad roads. It is surely not beyond the wit of surveyors to devise a surface that is durable, safe and reasonably cheap. A few big awards against councils would have a salutary effect, and the lot of the motorist would be less hard—and less bumpy!

(Continued on page viii)

Lady Currie puts her Rolls-Royce to good use by turning it into a grandstand at the Old Berkeley Point-to-Point at Kimble. She provided a winning favourite at this meeting with her horse, Count Bunker

INTEGRITY



BULLION SCALES
Weighing British Gold payments at the United States Treasury. An Example of national integrity and moral soundness.

JUST as an integer is a complete figure with no vulgar fraction, decimal, or anything else about it that prevents you from taking its measure simply and directly, a man of integrity is one whose moral make-up is sound and complete. In particular, there is nothing fractional or incalculable about his honesty; he always gives you value for money.

You hope to find integrity in men.
You expect to find it in a machine.
You will be *sure* to find it in Standard Cars.

Guarantees may be obtained with almost anything purchased, but guarantees depend upon the standing of the guarantor. Even nations have failed to meet their bond.

All Standard Cars carry a guarantee that can be honoured, a guarantee which is of real value to the owner.

Ask your agent to demonstrate a Standard and be convinced.

All-British
Standard

Models for 1931

"ENVOY"	"ENSIGN" SIX			"BIG NINE"
Six Cylinder Half-Panelled Saloon	*Six Cylinder Saloons—as illustrated*			*Four Cylinder Saloons*
£385	£245	£275	£285	*From* £195—£255

Dunlop Tyres as Standard

THE STANDARD MOTOR COMPANY LTD COVENTRY

MOTOR NOTES (continued from page vi)

IN CROCUS TIME

Crocuses, like other harbingers of Spring, make the call of the Open Road sound clearer than ever in these April days The new Austin Twelve-Six seen above proves a delightful and reliable companion for anyone who is motoring-bent now that winter has passed

IN THE NEWS

A Challenge from Italy

A car which will take a prominent part in classic international events during the coming season is the Maserati, which has already achieved remarkable success, although it first saw the light little more than two years ago. Last year this Italian newcomer obtained an almost unbroken run of successes, and at Monza finished first, second, third and fifth. This year the makers of the well-known R.A.G. carburetter have arranged with Captain Fronteras and Mr. Maserati to enter four 2½-litre eight-cylinder supercharged cars in all the classic races, including the Irish Grand Prix and the Ulster T.T. The drivers will include G. E. T. Eyston, G. Ramponi, and E. Fronteras. The cars will be fitted with the latest "S" type R.A.G. carburetter.

Riley's Alpine Six

A most attractive model among Light Sixes is the Alpine Six which the Riley people market side by side with their larger and more expensive Six. Its engine has the same horse-power rating, viz., 14 h.p., but smaller and lighter chassis and bodywork, giving it a better power-to-weight ratio and slightly better road performance. The price of the saloon is only £365. Lately I had a trial of one of the half-panelled Weymann saloons. Its performance was as smart as its appearance. Throughout its considerable speed range the car ran smoothly and silently, and there was almost no roughness at all. This Alpine Six will do well over 60 m.p.h., and the engine will rev. so readily that under favourable conditions, such as a slight down grade or a following wind, speeds of nearly 70 m.p.h. are possible.

Carburation is exceptionally good. There is never the slightest suggestion of a flat spot, and starting up, I found, was very easy. It is perhaps worth mentioning that this Riley is fitted with an S.U. carburetter The car has attractive and rather dashing lines. It is delightfully cosy and intimate, but at the same time provides oceans of leg room. A large compartment for luggage or parcels is built in at the rear. The radiator and all exterior bright parts are in stainless steel, which is a great improvement on the universal and rather garish chromium plating. Finger-tip control, brakes that are adjustable from the driver's seat, a four-speed gear box with silent third, an easily accessible tool locker under the bonnet, and a large-capacity fuel tank are among the many attractive features of the car's specification.

Rolls-Royce Bonus

Despite the present trade depression, shareholders in Rolls-Royce, Ltd., are to enjoy a dividend this year of 8 per cent., together with a 2 per cent. bonus. For the twelve months ended last December the company's profits were over £147,000.

E. M. W.

DESPUJOLS

... the last word in luxury yachting

What a marvellous summer season you could enjoy with such a dream-boat of your own! Roomy and comfy for cruising, strong and seaworthy for ocean going—and fast for the sheer fun of it! The beautiful Despujols is a luxurious home afloat, a home you can take where you will—to the lazy blue waters of Monaco or the lovely lochs of the Western Isles.

SPECIFICATION

28 m.p.h. guaranteed (24.3 knots). Sleeping accommodation for 6. Two 200 h.p. Scripps Engines. One-man control. Overall length 45 ft. 11 ins. Beam 8 ft. 11 ins. Draught 2 ft. 3 ins. Electric Lighting and Starting. Chromium Plated Exterior. Metal Fittings. Finished in white varnish and mahogany planking.

Price **£2875** Delivery within 6 weeks

DEMONSTRATIONS BY APPOINTMENT

Sole Concessionaires for Great Britain :

KENSINGTON-MOIR & STRAKER LTD

23, GEORGE STREET, LONDON, W.1. 'Phone : Mayfair 1464-5.

'Grams : "Swiftflyt, Wesdo, London."

LIBRARY FURNITURE

CARVED & FINELY FIGURED OYSTERSHELL WALNUT BUREAU
with neatly fitted interior. Width overall, 2ft. 4ins.

CARVED WALNUT ELBOW CHAIR.
Seat and Back upholstered and covered in figured Moquette.

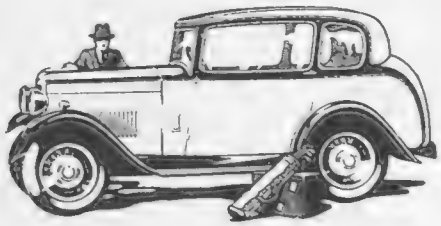
The fame of Druce's as a Furnishing House, noted for soundness, good taste, and moderate prices, is almost traditional. You are invited to walk through their Galleries at your leisure, and you will be surprised at the low prices at which good furniture may be obtained at Druce's to-day.

Telephone: Welbeck 8191 (6 lines).

DRUCE
of BAKER STREET

Telegrams: "Supremely, London."

ESTABLISHED IN THE REIGN OF GEORGE IV.



THE added comfort, safety *and* economy of Triumph motoring—all make a very definite appeal to the family man. Deep, air-cushioned seats, the perfectly appointed interior, hydraulic brakes and safety glass throughout ensure comfort, confidence and absolute peace of mind.

Soundly designed and conscientiously constructed, Triumph is indeed the finest small car in the world.

Write for full details of Super Seven models from £162 10s., Scorpion 6 cylinder models from £220.

TRIUMPH

Dunlop Tyres and Lucas Electrical Equipment Standard.

Triumph Motor Company Limited, Coventry.
London, 218, Great Portland Street, W.1 (1st Floor)

Warwick Wright Says

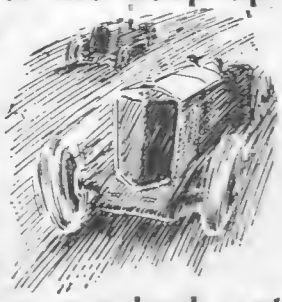
"COME AND BE THRILLED AT THE SPECIAL

TALBOT SHOW

APRIL 20TH to MAY 2ND"

AT WARWICK WRIGHT LTD.,
150, NEW BOND STREET, W.1.

Get all the thrills that speed can give, but get them in the snug security of the deep upholstered seats of the Talbot.



Despite its continuous successes in speed events, it is essentially safe, so quiet and tractable when required, yet jumping to instant speeding life at a touch of the throttle.

Come and try this car yourself at our showrooms where you will see a most comprehensive selection of coachwork from which to choose. Talbot experts will be at your disposal.

SEE THE SHOW FROM APRIL 20TH - MAY 2ND

WARWICK WRIGHT LTD., 150, New Bond Street, W.1.
Mayfair 2904

Woodwright

DOGS

TONICS FOR TERRORS — By Lady Kitty Ritson

I GET so many queries about nervous dogs that I feel a few more words on the subject may be of interest. One correspondent asks me which I consider the most nervous breed of dog. This is almost impossible to answer, as there are nervous animals in every breed, just as there are cowards and brave people amongst humans. But, speaking broadly, West White Highlands, Keeshonden, Alsatians, and very often Scotties, seem to develop nerves badly. Irish Setters are also rather given to "jumps," but, as I have said before, there are plenty of perfectly courageous dogs in these breeds. Alsatians have been so penalised by judges for the fault of shyness that it is being gradually weeded out of the breed.

A QUARTETTE OF ELKHOUNDS

Miss Rogerson with four fine representatives of the elkhound kennel of the Rev. S. Rogerson at Brandon Rectory, Suffolk. This breed is rapidly growing in popularity in England

Now you must distinguish between shyness proper and the animal that is highly strung. A really shy dog is a misery to himself and a menace to the world at large, for he will bite like a rat if cornered. It is really kinder and better to put him to sleep, for his whole existence is a martyrdom. A highly strung dog can be cured both by kindness, tonics, and being taken out. You may think that I have not made my meaning very clear, and perhaps I have not been explicit enough. A highly strung dog may shake all over if he is unaccustomed to traffic, or he may draw back from strangers, but he will always remain sweet-tempered with it all. You, yourself, who read these words, probably do not consider yourself a coward, but you have trembled in your life, I am sure, without being in any way afraid. Sometimes, when I have been frightfully interested in a conversation with somebody, I have shaken all over, but that does not mean that I was frightened. It was a form of nervous tension. It is the same with dogs. If you have a puppy that trembles in traffic, and is afraid of strangers, the only thing to do is to take him about everywhere, never losing your temper for a moment (and sometimes this is difficult), until he learns that there is nothing to fear, either from strangers or motors and carts. In time you can accustom a dog to anything, even a dog that is naturally timid, although he will always be liable to be scared by new terrors. You are not alarmed when you go in the Tube, but a savage would be terrified, while you might be "all of a hoo-ha" if you found yourself on the war path. But a really brave savage and a really brave "you" would be quite calm in all these circumstances. The same with a dog. You can "manufacture" him a sufficiently good temperament for everyday life, and very often these dogs make the best of all companions. It is only those of us who have to cope with gun-dogs that must not be gun-shy, and dogs that must track the criminal, whatever the conditions, etc., that have to worry about a foolproof temperament.

SQUIRE PARISH'S Food is a most excellent tonic for a nervous dog, but it must be Squire's, no other is so efficacious. Give plenty of good raw meat, plenty of fresh air and unlimited kindness and patience. Given these ingredients and a good pinch of common sense, you will cure him. When you have him out don't drag him up to things of which he is afraid, but just walk on, without appearing to notice them (of course, he will be on the lead). Keep up a running conversation with the dog and pat him occasionally, but don't be "mushy."

Do not forget that there is free Veterinary advice at your disposal by a fully qualified Veterinary Surgeon for your dog if, when required, you will communicate with me.

Spring

at BOURNEMOUTH

COOL green glades, with the delicate tendrils of the bracken underfoot, the budding trees overhead . . . . . you'll find beauty at Bournemouth this Spring.

Take an early holiday in England's loveliest countryside, rich in historic memories, and let Bournemouth's brilliant sunshine and healthy pine-laden air give you renewed health and vigour.

Write for the new Illustrated Guide and Hotel Register, free from the Town Clerk, Room 90a, Town Hall, Bournemouth.

BOURNEMOUTH
The Centre of Health & Sunshine

Folks Who Always Feel Tired

Should Be Suspicious of Auto-Intoxication

A persistent tired feeling, accompanied by drowsiness, dull headaches, and a general lack of interest in life in general, is one of the surest signs of a state of self-poisoning. Intestines, becoming sluggish, allow the waste matter to accumulate. Putrefaction sets in, which breeds toxins that are absorbed by the blood stream and carried to every part of the body to steal your strength and vitality, lower your resistance, and make you chronically weak, tired, and listless.

Any person who is not feeling up to par should begin drinking hot water with the juice of half a lemon every morning upon arising. It is well to add to this a tablespoonful of Kutnow's Saline Powder, for this improves the action of both the water and the lemon juice. Kutnow's Powder is a famous natural saline-alkaline aperient that has been used for years to reduce acidity and combat putrefaction in the gastro-intestinal canal. It makes a delightful effervescent drink that anyone will relish.

Get about four ounces from any chemist and take it regularly every morning for a week. See what a difference in your physical condition, even in so short a time! Mark the better appetite you have and strength and energy you feel. It's really marvellous the difference when one is internally clean.

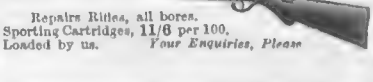
Just ask your chemist for Kutnow's Powder. Four ounces is enough to make a conclusive test.

Forget the Budget "Pop"
and "pop" up to the jolliest
WHITSUN
at the ever popular
PALACE HOTEL
BUXTON

(Derbyshire's Mountain Spa), with air like wine, replete with sport of every sort

THE MIDLAND GUN CO., GUNMAKERS,
BIRMINGHAM, ENGLAND.
Send for Catalogue FREE.
OUR MANUFACTURES FOR SPORT.

Single Barrel	Guns, Ejectors,	from	£2	10s.	0d.
Double "	Ejector Guns	"	£11	10s.	0d.
" "	Hammer Guns	"	£4	4s.	0d.
" "	Side Lock Guns	"	£9	10s.	0d.
" "	Hammerless Guns	"	£7	0s.	0d



Repairs Rifles, all bores.
Sporting Cartridges, 11/6 per 100.
Loaded by us. *Your Enquiries, Please*

HOVE (Brighton) WESTERN ESPLANADE, The Lagoon, with Private Sea Beach, large open and covered verandahs, 6 bedrooms, 2 recep., bath h. & c. 10 mins. by car from Brighton Stn. **To be Let on Lease,** furnished, **£300—£450** per annum Apply Manager's Office, The Atlas Syndicate, Ltd., 1, Western Esplanade, West Hove, Sussex.

"Oh sweetness of content!"

· Granville ·

PLAYER'S

NAVY CUT CIGARETTES

10 for 6D 20 for 11½D

N.C.C. 27

THE GOURMET — By Emilia

Dîner

HORS D'ŒUVRES VARIÉS.
(EGG AND TOMATO SALAD.)

HUITRES À L'INDIENNE.

TOURNEDOS DE BŒUF.
SAUCE PIQUANTE.
POMMES DE TERRE FRITS.

TIMBALE DE FRUITS.

CROÛTES À LA DUCHESSE.

DESSERT. CAFÉ.

Egg and Tomato Salad

SLICE some tomatoes and hard-boiled eggs, arrange in a dish and cover with mayonnaise. Garnish with filleted anchovies and capers.

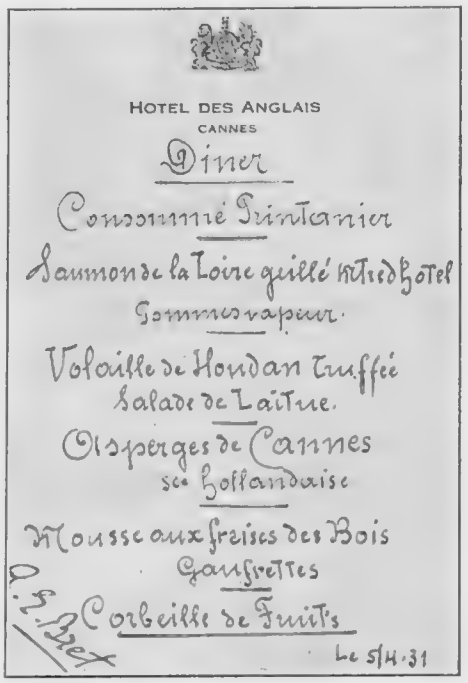
Huitres à l'Indienne

TWO dozen oysters, one onion, one tablespoonful of curry powder, one dessertspoonful of flour, 2oz. butter and the juice of a lemon. Chop the onion up quite fine, mix the curry powder, flour and butter together, and put all these ingredients into a stew-pan; fry till a nice brown, stirring all the time; add the liquor of the oysters and lemon juice and boil together five minutes. Put in the oysters, boil up at once, and serve within a border of boiled rice.

Tournedos de Bœuf

TAKE about two pounds of fillet of beef and cut into neat slices. Season well with pepper and salt and cook in butter in a sauté pan; turn them frequently after the slices have browned. Put them into an entrée dish and pour over the fillets the sauce piquante as given. Garnish the fillets with cooked French beans and serve.

Sauce Piquante.—One dessertspoonful of lemon juice, one dessertspoonful of mushroom catsup, one dessertspoonful of Worcester sauce, two tablespoonfuls of port wine, a dash of sugar, a pinch of salt and cayenne. Boil up and serve very hot.



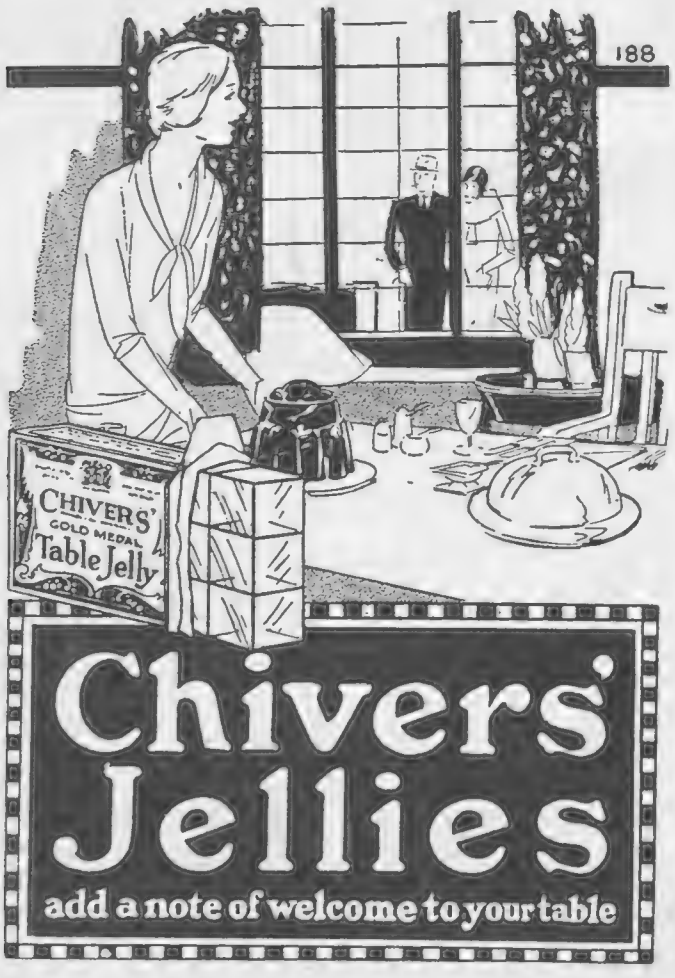
The menu of a dinner served at the Hotel des Anglais, Cannes. It has been signed by Mme. Bret, the mother of the famous aviator, M. Edouard Bret, the son of Commandant Bret

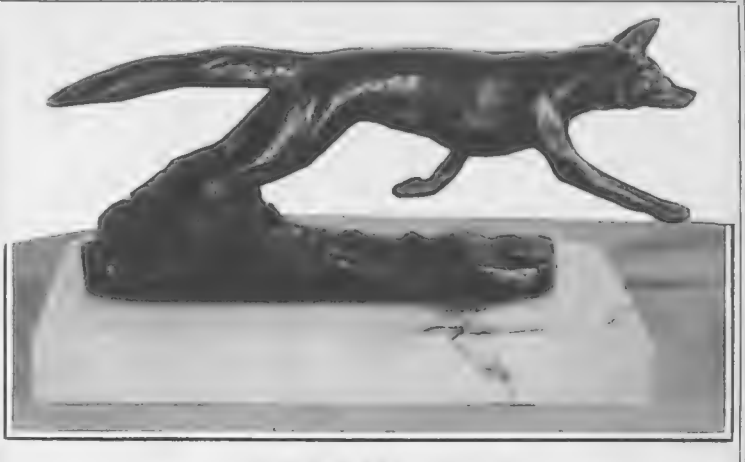
Timbale de Fruits

MASK the inside of a fluted jelly mould with wine jelly, and decorate the bottom with glacé cherries halved, grapes, and slices of banana or any other fruit. Cover this with more jelly, and when set, or nearly so, put in another layer of fruit, such as orange quarters, white and black grapes, from which the seeds have been removed, and slices of banana. Cover each layer of fruit with jelly, and continue this until the mould is filled. When quite set dip the mould in tepid water for a few seconds and turn out.

Croûtes à la Duchesse

FREE a dried haddock from skin and bone (it will be better to boil it for a few minutes first), chop it finely, and put it into a stew-pan with 2oz. of butter, four tablespoonfuls of milk, a well-beaten yolk of egg, a little pepper, and a teaspoonful of lemon juice. Whisk these ingredients quickly over the fire for five minutes, by which time the fish will be smooth. Pile this on some small rounds of hot buttered toast.





"CHARLES"

Bronze by
T. IVESTER LLOYD

This admirable study of a running fox is mounted on an onyx plinth, grooved on either side to receive pens, pencils, etc. It can also be obtained on a shortened base, silver-plated, for mounting on radiator cap as a car mascot.

Price **6½ gns.**; on plain marble plinth, **6 gns.**

This is one of many sporting bronzes to be seen at the Sporting Gallery, where an exclusive display of gifts for sportsmen can be seen.

Exhibitions of recent pictures by Lionel Edwards, R.I., and Ernest H. Shepard are also on view at the present time.

THE SPORTING GALLERY,
32, King Street, Covent Garden, LONDON, W.C.2

Lanvin

The Greatest Display of FASHIONS ever Staged!

A Pageant of Fashion in a specially built fashion theatre in Olympia, seating a big audience three times daily—the finest fabrics—the smartest Paris Spring creations, by the leading designers, displayed in the most wonderful mannequin parades ever staged—this is one of the new features of the greatest Daily Mail Ideal Home Exhibition yet organised. A whole floor of the great Empire Hall is devoted exclusively to women's wear.

The Pageant of Fashion at the Daily Mail IDEAL HOME EXHIBITION

OLYMPIA, W. APRIL 7–MAY 2

NOW OPEN

Among many other fascinating features of an Exhibition which grows in popularity every year are:—Monopolis, a vision of a City of the Future, The Gardens of the Counties, The House that Jack Built, Nurseries for all Purses, Famous Rooms from Fiction, "Behind the First Floor Back," and the Village of Ideal Homes. 10 acres of exhibits and displays, including Heating, Lighting, Decoration, Furnishing, Gardens, Houses, Labour Saving, Food and Cookery, Recreations, Music, and Children's Welfare.

10 A.M. TO 10 P.M. DAILY.
ADMISSION 2/-, INC. TAX.
1/- AFTER 6 P.M.

Goupy

PETER ROBINSON

326. The Coat illustrated is one of many exclusive models now being displayed in the Showroom on the First Floor. It is of black Silk Marocain, trimmed with dyed Squirrel which is most attractively worked.

PETER ROBINSON, LTD., OXFORD ST., & REGENT ST., W.1.

Telephone Number: MUSEUM 7700.

WOODROW
46, Piccadilly, London, W1
LTD.

BY APPOINTMENT

Catalogues on Application.

'Phone: Regent 0189.

710B. **"The Paula" Charming Shady Hat,** in lightest weight very fine Sisol, in natural cream colour, with soft edge of navy blue, trimmed with blue velvet and hand-worked silk spider web, **39/6.**

This Hat can be supplied in all sizes, also in beige, black, navy, and a variety of other colours.

Ladies' Wool Tweed Scarves, mixed colourings, **15/6.**

AGENTS FOR DEXTER COATS.

A selection of Hats by post on receipt of London Trade Reference or an amount on deposit.

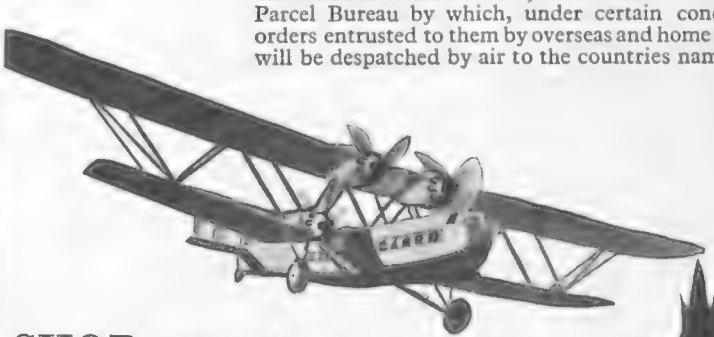
Do you live in EGYPT

THE SUDAN, UGANDA, KENYA, TANGANYIKA?

Have you Friends There?

The inauguration of the African air route by Imperial Airways Limited as far as Mwanza (Tanganyika) opens up a new era for shopping by air in the old country.

By arrangement with Imperial Airways Limited, Illustrated Newspapers Limited, the proprietors of ILLUSTRATED LONDON NEWS, SKETCH, TATLER, BYSTANDER, SPHERE, GRAPHIC and BRITANNIA & EVE, have established an Air Parcel Bureau by which, under certain conditions, orders entrusted to them by overseas and home readers will be despatched by air to the countries named.



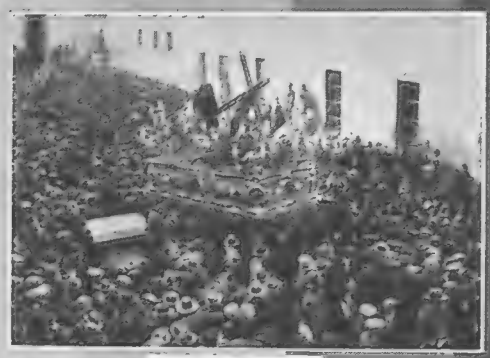
SHOP THROUGH THE GREAT EIGHT AIR PARCEL BUREAU

Under this scheme it is possible for residents in England to send out to their friends on the African air route, presents, clothing or other articles which they may need. Small motor car spare parts may also be sent.

A folder describing the scheme, and rates, can be obtained from Imperial Air Stations at Cairo, Assiut, Luxor, Assuan, Halfa, Kareima, Khartoum, Kosti, Malakal, Shambe, Juba, Butiabo, Port Bell, Kisumi and Mwanza, or from the GREAT EIGHT Air Parcel Bureau, Inveresk House, Strand, London, W.C.2.

SEVILLE (SPAIN)

Holy Week. Procession.



Holy Week. Procession.

Riders in Andalusian Dress.

Fair. Andalusian Chariot.

Andalusian Fete

Folding of Bulls.

Holy Week. Procession.

Romeria (Religious fete).

THE FAIR OF SEVILLE
APRIL 18th to 21st.

VISIT SPAIN WHERE SUN IS SHINING AND LIFE IS SMILING

The Country of Romance, which offers attractions of many kinds. A journey across Spain takes one through towering mountains into villages with a charm all their own, inhabited by conservative, picturesque peasants whose courtesy is proverbial. In sharp distinction to this Arcadian existence, cities abound, impressive with churches, gracious with ruins and relics of days gone by. For the artist there are not only pictures painted by great craftsmen, but also those limned on the canvas of the sky.

On the purely material side, Spain offers comfort unexcelled by any country in the world. Though intensely conservative, even primitive in parts, the most modern conveniences are available. Together with this, there is a geniality of welcome extended by the Spanish which enhances the more solid attractions of the land.

In these days of economic depression, money is a prime consideration. Spain is essentially an inexpensive country. Even the most luxurious hotels are considerably cheaper than those of equal rank in many other lands, while hotels of the second class are moderate and offer every possible comfort to the patron.

For all information and literature apply to the Offices of the Spanish National Travel Board at PARIS, 12 Boulevard de la Madeleine; NEW YORK, 695 Fifth Avenue; ROME, 9 Via Condotti; MUNICH, 6 Residenzstrasse; GIBRALTAR, 63-67 Main Street. At LONDON and other cities apply to Thos. Cook & Son's and Wagons Lits Agencies, or any other Travel Agency.

Experienced players stipulate

HOOD SPEED SHOES

THE SHOE THAT ADDS SPEED TO YOUR GAME

For Men and Ladies—in a variety of styles at popular prices.

3/11, 4/11, 5/11 to 12/6 per pair.

Send to the Sole Distributors (Wholesale), C. W. Randall & Co., Ltd. (Dept. P.I.), 143, Shoreditch High St., London, E.1, for the name of the nearest Retailer and a free copy of

"FOOTWORK IN TENNIS"

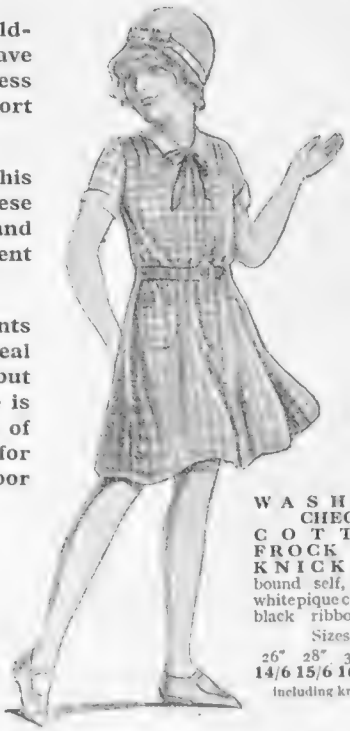
an extremely interesting and instructive illustrated booklet by leading players.

A MODERN REVOLUTION

has taken place in Children's clothes; they have emerged into smartness allied with real comfort and general utility.

We are the leaders of this revolution, as these illustrations show, and our Juvenile Department is well in the van.

Either of these garments would, we are sure, appeal to the modern child, but if we are wrong, there is a larger selection still of up-to-date clothes for them on the second floor in the Juvenile Dept.



WASHING CHECK COTTON FROCK AND KNICKERS, bound self, finished white pique collar and black ribbon bow.
Sizes:
26" 28" 30" 32"
14/6 15/6 16/6 17/6
including knickers.

Sent on approval.

PRINTED SHANTUNG FROCK with knickers. Finished natural coloured collar.
Sizes: 18 in. - 29/6
20 in. - 31/6
22 in. - 33/6
24 in. - 35/6
26 in. - 37/6
28 in. - 39/6
with knickers.
Leghorn hat with floral wreath, 21/-.

DAINTY COTTON FROCK in floral design with knickers to match. Collar, cuffs and pockets finished with white organdie. In white with blue and green.
Sizes: 24 in. - 29/6
26 in. - 32/6
28 in. - 35/6
30 in. - 39/6
with knickers.

FROCK in fine white pique hand embroidered with polka dots.
Sizes: 24 in. - 49/6
26 in. - 52/6
28 in. - 55/6
30 in. - 59/6
Hat to match with soft brim, 21/-.

Marshall & Snelgrove
DEBENHAMS LTD
VERE STREET & OXFORD STREET, LONDON, W.1.

Sands' Sports WEAR

T/107. Practical and Smart TENNIS DRESS.
In Silk Piqué from 6 Gns.
Washing Silk from 4 Gns.
Cotton Piqué 2½ Gns.

RICHARD SANDS & Co.
187a, 188a, Sloane Street
LONDON - - S.W.1

THE FISH ARE UP and good sport can be looked for at LOCH AWE HOTEL. Trout and Salmon Fishing free in Loch Awe and at nominal rates in River Awe. First-class Hotel 'mid grandest Highland scenery. Inclusive rates from 5½ guineas, April/June.—For reservations write Manager, Loch Awe Hotel, Argyllshire. Loch Awe for angling or restful holidays. Excellent L.M.S. services from London (Euston) and all parts to hotel door.

HALFORD'S CURRY POWDER

MAKES DELIGHTFUL & DIGESTIBLE DISHES

NAIL-BITING CURED.

Free yourself (or a child) of this objectionable, health-endangering habit. Send stamp for free particulars, posted under plain cover.—Filtex Treatment (B), 11, Hanway Place, London W.1

"TOINOCO SILKIES"

The face cleansing tissues that are different.

Beautifully soft, absorbent and really silky. The *ideal* medium for removing Face Creams and Skin-foods. 100 large size in attractive box, price 2/-. Of all Chemists and Perfumery Departments.

Sole Proprietors:
The Toinoco Handkerchief Co., Ltd., London, E.C.1.

PETER ROBINSON

395. Smart black Hat of fine Exotic Straw with charming underlining in natural colour. Finished with French ornament and ribbon. In small and medium head-sizes. In colours to order.

69/-

394. Attractive black Picture Hat of fine Pedal Straw, artistically trimmed with ribbon in two tones.

£4.10.0

Millinery is not sent on approval.

PETER ROBINSON, LTD., OXFORD ST., & REGENT ST., W.1.

Telephone Number: MUSEUM 7700.

GALERIES LAFAYETTE LTD.

Tel.: Regent 6740. REGENT STREET, W.1

SPECIALLY DESIGNED TO ENSURE THE LINES THAT FASHION DICTATES.

This well-designed satin CORSELET with its side panels of elastic ensures correct support with a perfect line. 38/11

Spring Catalogue sent on application

THE NEW SECOND FLOOR

The grouping of Salons on our newly designed second floor for Tea or Dressing Gowns, Lingerie, Pyjamas, Woven Underwear and Corsets, fulfils a long-felt need as our clientele are saved both time and trouble. These sections open one into the other, the floor is private, quiet and affords every comfort and convenience whilst inspecting our display of exclusive novelties.

INEXPENSIVE PYJAMAS, sleeveless, in pure silk washing satin beauté, the jumper with tie of self material, wide leg trousers, with flat band in front. In pink, coral, biscuit, black, lemon, green and ivory.

PRICE **39/6**

In large size, **45/9.**
Also in silk crêpe de Chine, **39/6.**
In large size, **45/9.**

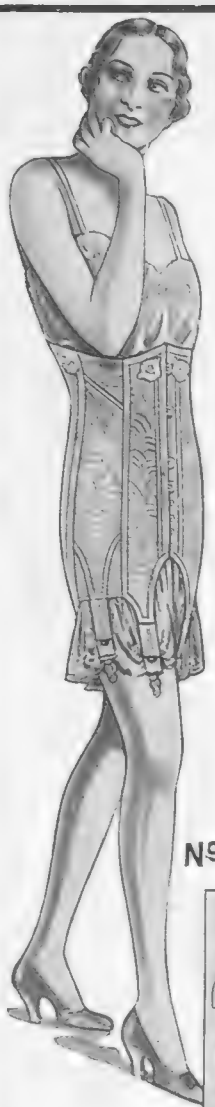
Sent on approval.

Debenham & Freebody
Wigmore Street
(Cavendish Square) London W.1

The New Waistline at

Woollands

Send to-day for New Dress Book. Post Free.



№9

BACK VIEW OF NO. 9.

No. 9.—Excellent-fitting Lacing-back Corset of Pink Broché, firmly Boned; this Model has small Insertions of strong Elastic on Hips and in Waist to allow freedom of movement. Sizes: 25 in. to 36 in. Waist. **Price 55/9**

№3

Woolland Bros., Ltd.,

№4

No.4.—Corselette of Original Design, has a well-defined Waistline and cleverly-cut adjustable Bodice of Lace, Skirt of Peach Broché, with Insets of firm Elastic, hooking at side. Sizes: 32 in. to 38 in. Bust. **Price 63/-**

No. 3.—Boneless Foundation Garment of Pink Silk Net, with Lace Brassière Top, shaped to give that slightly rounded figure of the present Vogue. Low at back and hooking at side. Sizes: 32 in. to 38 in. Bust. **Price 39/6**

Knightsbridge, S.W.1

DELICIOUS FRENCH COFFEE

RED WHITE & BLUE

For Breakfast and After Dinner.

In making use LESS QUANTITY, it being so much stronger than ORDINARY COFFEE.

WHEN REPLYING

to advertisements please mention

THE BYSTANDER

to ensure prompt attention.

THE BYSTANDER

INVERESK HOUSE,
346, STRAND, LONDON, W.C.2.

Telephone: Temple Bar 8020.

SUBSCRIPTION RATES.

Published Weekly at 1/-	Twelve months including Double and Xmas Nos	Six months including Double Nos.	Three months no extras.
At Home	£3 3s. 0d.	£1 11s. 6d.	15s. 9d.
Canada	£3 1s. 0d.	£1 10s. 6d.	15s. 3d.
Elsewhere Abroad	£3 7s. 6d.	£1 13s. 9d.	17s. 0d.

In all cases including postage.

Postage Rates: INLAND 1½d. CANADA & NEWFOUNDLAND 1½d. FOREIGN 3d.

ORDER FORM

To The Publisher of
The Bystander,
Inveresk House,
346, Strand,
London, W.C.2.

Please send me The Bystander *weekly for.....months, commencing with the issue of .....*

for which I enclose.....

Name.....

Address.....

*Date.....*1931

CUTICURA SHAVING CREAM

Gives a rich, creamy lather that holds its moisture and leaves the skin invigorated and smooth. No burning or smarting even when shaving twice daily every day in the week—a boon to the man with a tough beard and tender skin.

Price 1s. 6d. a tube. Sold at chemists. British Depot: F. Newbery & Sons, Ltd., 31, Banner St., London, E. C. 1.

TRAVEL SMARTLY...

your luggage reflects your Taste

THE practical mission of luggage is to carry safely, whatever you need or desire, by car, by train, by sea or by air.

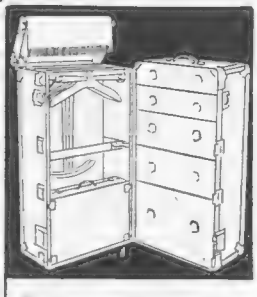
The old "solid" travelling cases of British workmanship, battered and worn though they may be, have still got in them the elements of life. It is the mode that has changed.

Modern luggage is now the reflex of your taste. It is a compliment to your host—a never failing source of satisfaction and convenience to yourself. It ensures for you at all times prompt and efficient service from porters, servants and stewards. It is the ultimate necessity of modern travel.

Every piece displayed in the modern showrooms of Debenham & Freebody's ***Distinctive Luggage Department*** is carefully designed, and is finished in all the newest colourings and a wise selection will bring its own cachet.

You are invited to call and consult us about your individual requirements. A free car park is available for your convenience.

Write for catalogue of distinctive modern luggage.



This elegant Hartmann Trunk will carry 12 gowns or 5 suits, linen, hats and shoes all ready to hand at any stage of your journey, fresh and immaculate. Price £17 . 17 . 0. (Size 41 × 22 × 15 ins.)

This unique case has separate trays for hats, shoes and linen, with full length space for coats, suits, dresses, etc. Capable of taking all one's wardrobe requirements for a short journey. Price £5 . 17 . 6. (Size 30 × 19 × 11 ins.)

This well-shaped and perfectly made passport hand-bag has a "Zip" fastener and two very useful outside pockets. Fitted with a detachable purse, mirror and puff-case. In dark blue or brown morocco. Price 52/6. (Size 12 ins.)

DEBENHAM & FREEBODY'S
(Debenhams Ltd.)
Distinctive Luggage Department
40 WIGMORE STREET, LONDON, W.1.

STUDINGTON

CUMBERLAND HOMESPUNS

Dominate Every Occasion

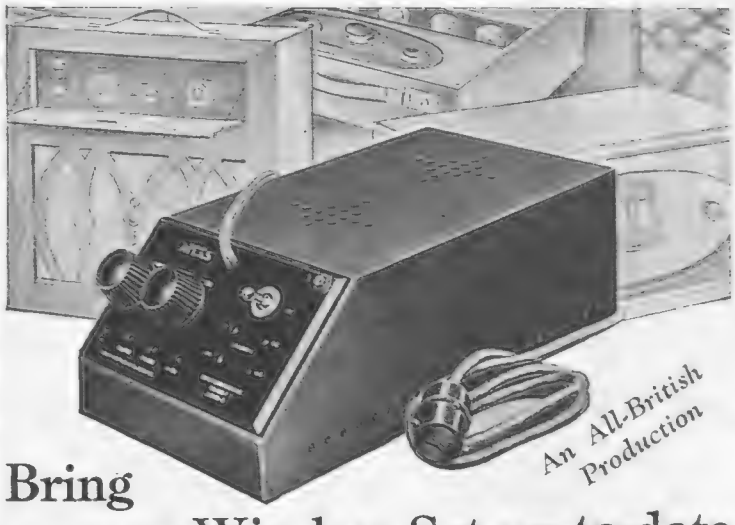
A Studington tailored Suit adds a luxurious air to the smartest function and lends a well-groomed look for every day's social wear.

Write to-day for Patterns and Catalogue.

Coats From 6½ Guineas.

Costumes From 8½ Guineas.

STUDD & MILLINGTON LIMITED
51, Conduit Street, Bond Street, W.
67-69, Chancery Lane, Holborn, W.C.



An All-British Production

Bring your Wireless Set up-to-date

CASH PRICE **£6** OR 10/- DEPOSIT & BALANCE IN EASY MONTHLY PAYMENTS

There is no necessity to discard your favourite Battery Set to get the convenience of an All-Electric Set—purer reception is obtained from Battery constructed Sets. You can still retain this quality and secure the convenience of the All-Mains Set by installing the "ATLAS" All-Mains Unit A.C. 188.

Admittedly the finest Unit of its type, it can be adapted to your Set within five minutes without alteration to the Set or renewal of Valves. It incorporates the Westinghouse Metal Rectifier and is guaranteed for 12 months.

Write for Folder No. 55 and name of nearest stockist who will be pleased to demonstrate this Unit.

H. CLARKE & CO. (M/CR) LTD., (Dept. B), Atlas Works, Old Trafford, Manchester.

CLARKE'S "ATLAS"
ALL-MAINS UNIT—A.C.188.

For the Country
LIGHTING, HEATING, COOKING and FREEZING
At Half the Cost of Coal

SILVERLITE supplies, at much lower cost, all the advantages and conveniences of both electricity and coal gas with *none* of their disadvantages.

For **COOKING** and **HEATING** it is ideal, enabling the work to be done by the turn of a tap. It is in wide use for **FREEZING** cabinets.

For **LIGHTING** it is highly recommended, giving a soft light more brilliant than electric. All fittings have switch taps, and door-switches can also be provided.

SILVERLITE is odourless and non-explosive. The Generator is self-controlled, and is so simple that it can be looked after by a maid or gardener. Hotels, Schools and Private Residences are finding that **SILVERLITE** saves them 50% in fuel costs and 80% in labour.

Write now for the Book on

SILVERLITE

The High Efficiency Petrol-Gas Generator

Worked by Weights or by Small Electric Motor

SPENSERS (London) Ltd., 6B, London Street, Paddington, W.2 And at Edinburgh.

Electrically-driven Generators for Cooking and Heating a speciality.

CENTRAL HEATING and Pumping INSTALLATIONS.

"WINCHESTER"

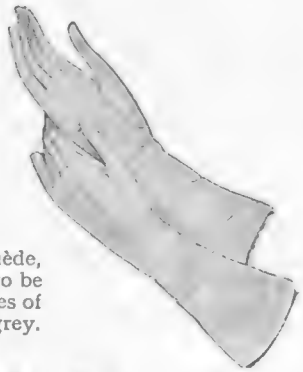
A charming little model from Nicoll's collection made from a "tweedy" straw in various colour blendings. Smart and distinctive for early Spring wear. Red / Black, Green / White, Beige / Cream / Brown, Black/White, Navy/White, etc. 6¾—7¼. **21/9** *post free*

Model Hats from 3 gns.
Straws and Felts from 12/11.

NICOLL'S of 120, REGENT ST., W.

HARVEY NICHOLS

are specialists in gloves of every description, for town and country wear.



GLOVES in reliable washing suède, made in a long sac shape, to be worn smartly wrinkled. In shades of pastel, fawn, light beaver, and grey.

Pair, 8/11

HAND-SEWN GLOVES, of French kid, in slip-on style. Perfect fitting, and guaranteed washable. In putty, fawn, light beaver, grey and white.

Pair, 13/9

HARVEY NICHOLS & CO., LTD., KNIGHTSBRIDGE, S.W.1

JOHN JORROCKS, M.F.H.

Here is a gay ornament for any hunting household. The immortal Jorrocks stands beside a milestone marking 4 miles to Handley Cross, and, from the vantage point of mantelpiece or bureau, his rubicund features radiate cheerfulness and good humour even at breakfast time. Height 8 inches

PRICE **31s. 6d.**

THE SPORTING GALLERY,

32, King Street, Covent Garden, LONDON, W.C.2

THE GOSSARD *Line of Beauty-*

Mis Simplicity

A NEW DESIGN BY GOSSARD

(Patent Applied for)

THE slenderising qualities of MisSimplicity garments are the result of an exclusive design which skilfully moulds the figure to slim curves. The full-figured type of woman is demanding it—because no other foundation garment can give her the slender smartness decreed by this season's fashions.

MODEL 6692. MisSimplicity Garment of Pink Fancy Batiste with double milanese top. Bust sizes 32 to 44 (odd and even). Price **47/6**

We invite you to write for a copy of our Illustrated Catalogue, together with name of nearest Gossard distributor.

THE BRITISH H. W. GOSSARD CO., LTD., 168, REGENT STREET, LONDON, W.1

(Wholesale only)

AMUSEMENTS

COLISEUM. (Charing Cross) ('Phone: Temple Bar 3161.)
SIR OSWALD STOLL presents ERIK CHARELL'S
"WHITE HORSE INN"
A PLAY WITH MUSIC AND DANCE. Daily 2.30 and 8.15.

REGAL Marble Arch Padd. 9911
ON THE BIG SCREEN, CHESTER MORRIS IN
"THE BAT WHISPERS"
On the Stage, "CABARET FRANÇAIS"

HOTELS

WHERE SPRING IS ALWAYS WARM

Lovely St. Leonards enjoys perfect spring weather. Recuperate there at the South Coast's finest and most comfortable hotel. Every modern luxury and convenience with restfulness. 100 bedrooms. Best English food and chef. Inclusive terms from 4½ guineas.

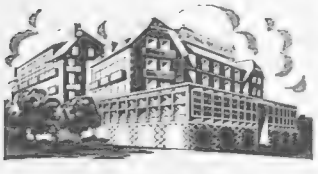
THE ROYAL VICTORIA HOTEL
MARINA, ST. LEONARDS-ON-SEA. TELEPHONE: HASTINGS 869

ST. AUSTELL
BAY HOTEL, PAR, CORNWALL
MOST IDEAL WINTER RESORT IN ENGLAND
Sunshine and Sea Breezes!
18-Hole Golf Course, Hard Tennis Courts, Hot and Cold Sea Baths, Central Heating, Vita Glass Sun Lounges. Dancing: Famous West Country Band.
Inclusive Terms from October-April—5 gns. weekly.
Apply Manageress or London Office: 118, Newgate Street, E.C. (National 1163.)

CONTINENTAL HOTELS

Monte Carlo—THE MIRABEAU
Unrivalled situation facing Sea and Casino. Up to date. Open all year.
F. SCHIPPER, *Man. Prop.*

NIMES.—HOTEL IMPERATOR
OPENED JULY 1930.
Every Modern Comfort. Private Baths.
Garden Restaurant.
Same management Hotel Jules César, Arles.



ST. CAST (Nr. Dinard)
Motor-bus Service meeting boat at Dinard.
HOTEL ROYAL BELLEVUE
On the Beach. Modern Comfort.
125 rooms. 50 baths. 18-hole Golf. Tennis.
Terms: June, July and September, from 9s. August, from 12s.

WHEN REPLYING
to advertisements
please mention
THE BYSTANDER
to ensure prompt attention

THE CANCER HOSPITAL (Free)
FULHAM ROAD, LONDON, S.W.3.
The First Special Hospital in London devoted to Cancer Treatment and Research.
AN URGENT APPEAL IS MADE FOR £150,000 for a new Radiological Block and other extensions which will add 80 beds to the Hospital.
AND ALSO FOR RADIUM.
Bankers:—Messrs. COUTTS & CO., 440, STRAND, W.C. J. COURTNEY BUCHANAN, *Secretary*.

CONTINENTAL HOTELS.

BELGIUM.

Antwerp.—Grand Hotel de Londres, 58, Avenue de Keyser. The most modern and the best clientele.

Knocke-Zoute.—Golf Hotel.—Best with all comforts. Close to Golf and Tennis. Open all year. C. Neirynck, Proprietor.

Namur.—Hotel d'Harscamp.—De Luxe Hotel. Its Trout, Crayfish, Burgundy Wines. World famous Cuisine and Wines.

Liège. — Hotel de Suede. — The leading hotel of the town. Famous wines, renowned restaurant. 125 rooms with bath and international telephone.

FRANCE.

Amiens (Somme).—Grand Hotel & Restaurant Picardie.—Entirely new. First-class. A model of comfort. A.A., R.A.C.

Cannes.—Hotel des Anglais.—Highest class res. hotel. Right up to date. Renowned cuisine & cellar. Phone ev. rm. V.lge. garden.

Juan-les-Pins (A.M.).—"Le Provencal." Europe's most distinguished hotel. Open all the sunny year round.

Marseilles.—Grand Hotel de Geneve. Restaurant overlooking Vieux Port. Moderate terms. Every comfort.

Megeve (Hte. Savoie).—Hotel du Mont d'Arbois. 4,166 ft. alt. Mountain golf and tennis. All comfort. Rly. sta. Sallanches.

Menton (A.M.).—Two really good hotels. **The Carlton.**—Seaside, most comfortable. **The Gallia.**—In its palm garden.

Hotel de Menton et du Midi.—Select residential hotel. Full south. Sea front. central. Famous restaurant.

Menton.—Hotel Royal and Westminster. Best known Hotel on the sea front. Moderate terms.

Monte Carlo (Monaco). — Etrangers. — Sunny and quiet. First class Hotel. Full pension, including tax, from Frs. 55.

Monte Carlo.—Grand Hotel National.— 70 Rooms. Sea View. All Comforts. Full pension from Frs. 45.

Nice.—Atlantic Hotel.—Newest, first class family Hotel of distinction. Greatest comfort at moderate terms. 200 rooms.

FRANCE—*continued.*

Nice (A.M.).—Hotel Majestic. 400 Rooms. 300 Baths. Perfect but not prohibitive.

St. Jean de Luz (B.P.) Les Flots Bleus. Facing sea; in quiet and ideal situation. Moderate terms; all comforts.

PARIS.

Atlantic Hotel.—44, Rue de Londres (near Gare St. Lazare).

Hotel Lutetia.—The best hotel on the left bank. Every possible comfort. Tea and Dinner Concerts.

Hotel du Rhone.—5, Rue Jean Jacques Rousseau, 5—(Louvre).—All mod. com. Pen. terms: 9s. to 12s. Eng. speak. staff.

SWITZERLAND.

Basle.—Hotel Schweizerhof.—Opp. Federal Railway Sta. First class, leading. Every mod. comf. Manag. Prop., E. Goetzinger.

Berne.—Bellevue Palace and Bernerhof.—The only first-class Hotel overlooking river and Bernese Alps. Manager, F. Eggiman.

Geneva.—The Beau-Rivage. Leading Hotel for English and American Clientele. Facing the Lake and Mont Blanc.

Geneva.—Carlton Hotel.—Every comfort. Moderate charges. Beautiful park. View over lake and Mt. Blanc. Tennis. Garage. Ideal stay for a holiday.

Geneva.—Hotel de la Paix.—Facing Lake and Mont Blanc. Up to date. Select and quiet. Inclusive from fs. 18.

Lausanne.—The Belvedere Hotel.—1st cl. fam. hotel. Hot and cold running water. Priv. bathroom. Inc. terms. Frs. 13 to 18.

Lausanne.—Grand Hotel de la Paix.—Beautifully situated, splendid view on lake and Alps. Restaurant Grill. Echenard, Mgr.

Samaden (Engadine).—Hotel Bernina.—First-class. Nearest to the famous golf course, 18 holes.

Vevey.—Le Grand Hotel et Palace. Beautiful park on Lake Geneva. Tennis plage. Garages; Inclusive terms from 16 fs.

TO HIS LATE MAJESTY KING EDWARD VII
Carpets Cleaned
The Compressed Air Carpet-Cleaning and Beating Co., Ltd.,
GLENTHORNE ROAD, HAMMERSMITH, W.6
'Phone: RIVERSIDE 3364-5
Advice and Estimates FREE.

GIRLS' TAILORED SUITS

The perfection of tailoring and workmanship achieved in our Children's Department is unrivalled. Further, the moderately priced garments are of the same high standard of workmanship and finish as our more expensively priced models, and the materials used can be thoroughly recommended to give every satisfaction in wear.

Girl's Tailored Suit worn with long-sleeved blouse in tan or saxe flannel suiting.

Size for 2 years 18 ins. **£5 5 0**
,, ,, 3 ,, 20 ,, **£5 15 6**
,, ,, 4 ,, 22 ,, **£6 6 0**
,, ,, 5 ,, 24 ,, **£6 16 0**

Hat to match, price **45/9**

Sent on approval.

Debenham & Freebody
(INCORPORATED)
Wigmore Street,
(Cavendish Square), London, W.1

Catalogue post free.

Hairdressing—

WHETHER your wishes are for a new note or simply to have your usual style copied, you will find Hairdressing at the Phyllis Earle Salons very acceptable.
Your hair will be all you could desire; beauty of finish and correctness of style are ensured by entrusting yourself to a Phyllis Earle expert, and there is the additional attraction of strictly moderate fees.
Immediate attendance can always be arranged or an appointment can be made by telephone.
Specialists also in recoloration of grey hair with Inecto.

PHYLLIS EARLE SALONS

32 DOVER STREET, W.1 *Telephone:* Regent 7931 (8 lines)

UNIVERSAL HAIR Co.

Established 1895.

West End Branch:
1, BERNERS ST., OXFORD ST., W.1.

TRANSFORMATIONS TOUPETS, ETC., AT MODERATE PRICES.

EVERY DESCRIPTION OF ORNAMENTAL HAIRWORK UNDERTAKEN AND CAREFULLY AND PROMPTLY EXECUTED.

SPECIAL SHADES EXTRA.

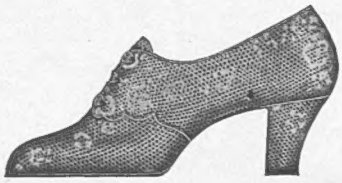
Switches of Pure Human Hair

16 in. .. 5/9 | 22 in. .. 15/9
18 in. .. 8/9 | 24 in. .. 22/9
20 in. .. 11/9 | 26 in. .. 26/9
28 in. .. 37/9

FOR GOODS ON APPROVAL SEE OUR ILLUSTRATED CATALOGUE (POST FREE).

Address Manageress:
80-84, Foxberry Road,
BROCKLEY, S.E.4.

HANAN SHOES



Quality, like Character, endures

HANAN SHOES

328 Oxford St · 203 Regent St
LONDON
New York Paris

THE TRIM-LOOKING TIE MODEL ILLUSTRATED is available in Beige Ring Lizard Calfskin, 58/6; Genuine Dark Brown Lizard, 63/-; Black, Navy Blue or Brown Lizard Calf, 65/-

HANAN SHOES HANAN SHOES HANAN SHOES

BREAST SUPPORTER

Invaluable for all purposes.

The illustration shows left breast supported and right unsupported. Only **J.B.S.** gives this correct improvement: must be worn day and night. **GUARDS** against **CANCER, TUMOUR, MASTITIS,** and relieves **PAIN** immediately.

JOUJOU
CORSETS, BELTS AND MATERNITY BELTS.
Prices on Application.

Trade Mark. Regd. Design. Copyright Reserved.

WITHOUT & WITH

NEW INVENTION.
JOUJOU
BREAST SUPPORTER FOR AMPUTATION.
Prices on application.

Pink Silk or Net, detachable straps, From **47/6**

Loose breasts or maternity, **32/6** White Material.

For drooping heavy figures, **38/6**

Please state Bust and Underbust measurements.

White fine material, **15/6**

Small Figures only. Waterproof or rubber, from **25/6**

HOSIERY, BATHING COSTUMES, ETC.
Various prices for one's requirements and taste.

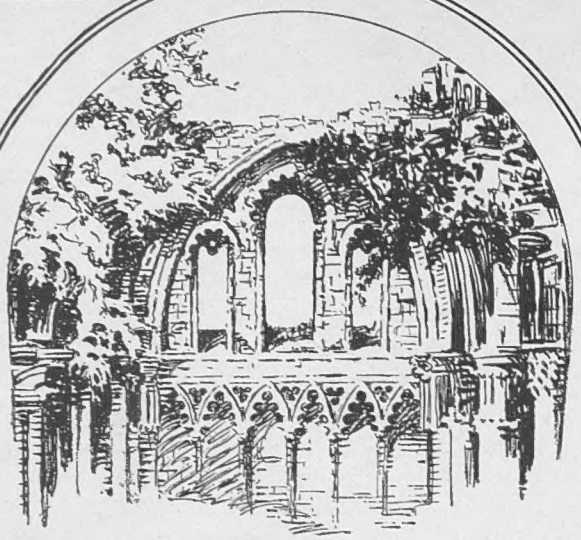
Orders guaranteed immediately executed by return post. Free illustrated Circular.

If not satisfactory, money refunded in U.K. only on receipt of goods by return post. Personal fitting when calling, or send your order.

Post Free only in U.K. Obtainable only from—

1541
"JOUJOU" Co. Dept. B. 321
32, BAKER STREET, LONDON, W.1
Telephone - - - **WELBECK 1249**

GLASTONBURY 2ND CENTURY



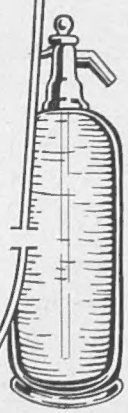
The "Antiquary"

The first known liqueur Whisky

Since 1858 the "Antiquary" has been the favourite drink of an exclusive and ever-growing circle. It was the *first* "liqueur" whisky and it still holds first place in the opinion of its patrons. It has its own distinctive flavour, and since it has become known to a wider public the demand has increased by leaps and bounds. "Antiquary" relieves fatigue, tones up the system, aids digestion and is a wonderful stimulant for all.

Should you have difficulty in obtaining supplies, write for name and address of the nearest agent.

Your home whisky
10 O'clock
& all's well.



J. & W. HARDIE, EDINBURGH

I HAVE NEVER HANDLED A BETTER CAR

The Willys Palatine Saloon combines satisfying power and luxurious accommodation for five at £225, a price never before associated with a car of such quality, roominess and refinement.

Willys PALATINE

Equipment includes soft leather upholstery, steel or wire wheels to choice, self-energising internal expanding 4-wheel brakes, hydraulic shock absorbers, Triplex windscreen, bumper bars, and luggage carrier.

WILLYS OVERLAND CROSSLEY, LTD.

Works, Sales & Export: Heaton Chapel, Stockport.
London Showrooms: 151/3, Gt. Portland St., W.1.

C.D.C. 16 h.p. 6 cyl.

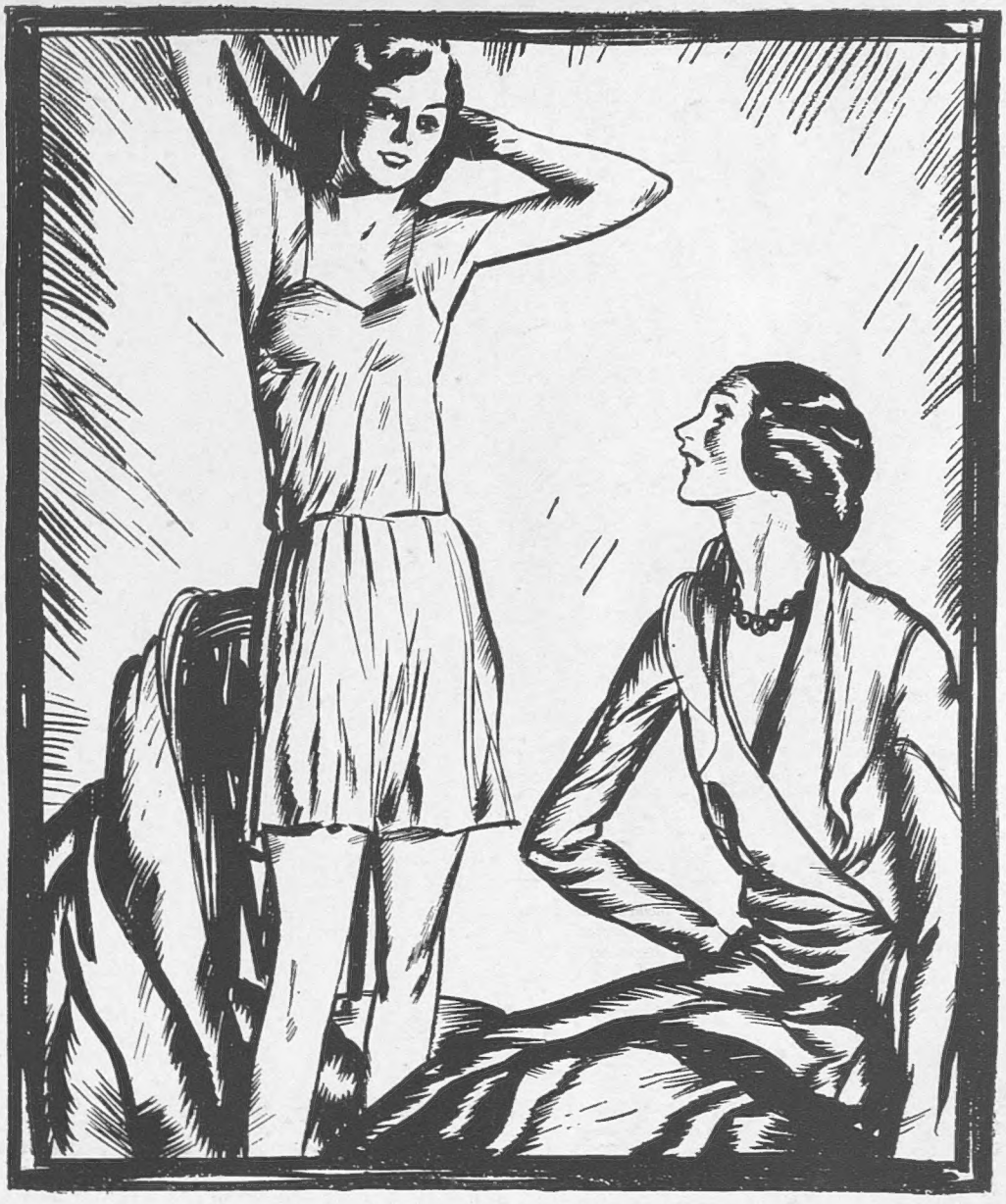
ATHENS IN MAY

On May 2nd the "ORONSAY," 20,000 tons, will sail for a Cruise in the Mediterranean, visiting North Africa, Rhodes, Athens, the Adriatic Coast and Malta
24 days from 42 gns.

Other Cruises to the Mediterranean on May 9th & 23rd, & June 13th

ORIENT COMFORT
ORIENT SERVICE
ORIENT SHIPS

Apply for Programme:
Managers: Anderson, Green & Co., Ltd., 5 Fenchurch Avenue, London, E.C.3
West End Offices: 14 Cockspur St., S.W.1 & No. 1 Australia House, Strand, W.C.2



YOU may have the clearest idea how a design should be carried out . . . your skill and sense of line and colour may be perfect. But you must know also the ranges where your heart's desires may always be attained—**Courtaulds' Dress and Lingerie Fabrics.**

Using any one of these Fabrics you have the positive assurance that its thrilling beauties will not cease to thrill through the efforts of time and exposure.

To realise the countless fresh and distinctive motifs by which your wardrobe may be enriched, you have only to ask for **Courtaulds' Fabrics** by name—at your Drapers or Stores.

LADIES SHOULD LOOK FOR THE COURTAULD HOUSE MARK WHEN BUYING DRESS AND LINGERIE FABRICS. IT IS A GUARANTEE OF QUALITY AND SATISFACTORY SERVICE.

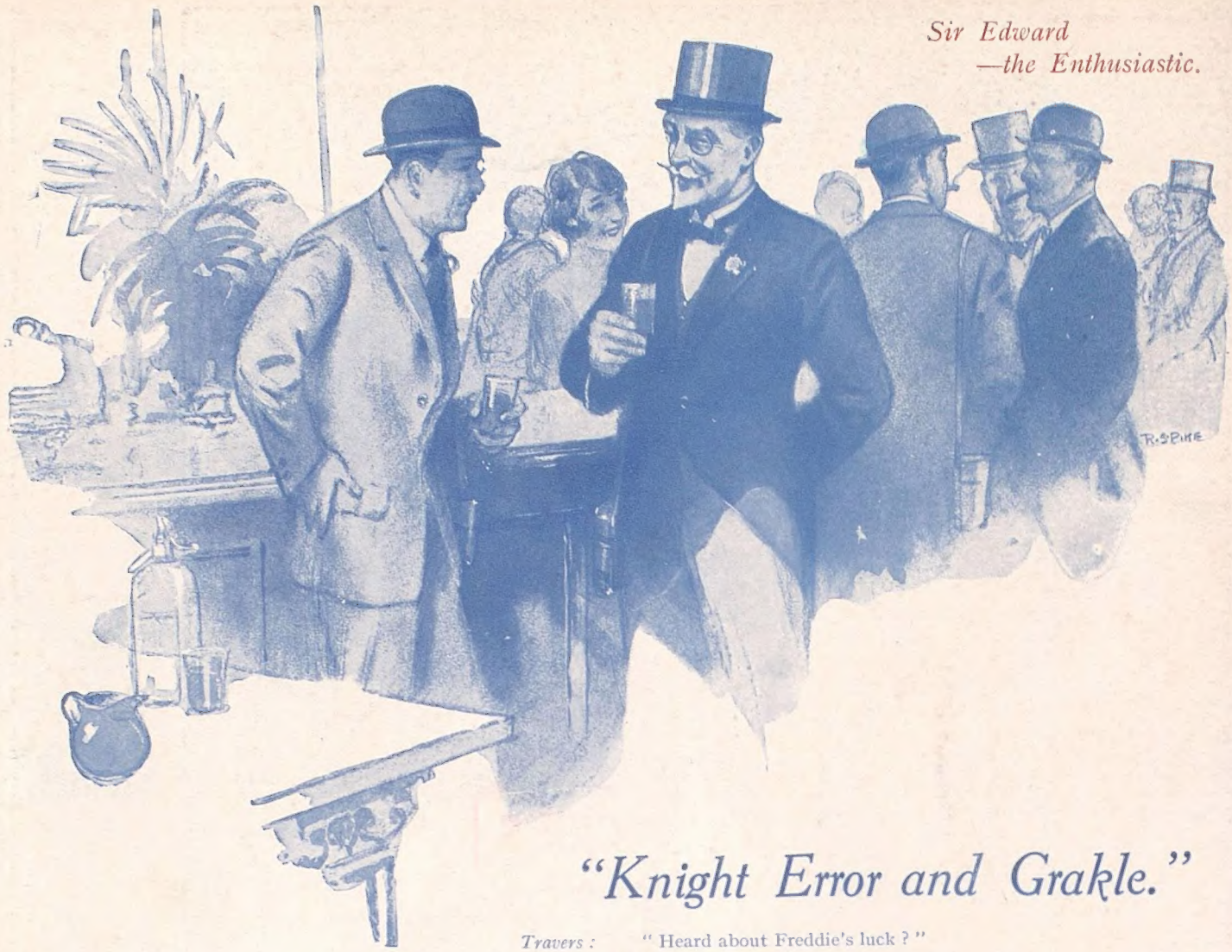
COURTAULDS FABRICS

Courtaulds' Fabrics

Dress and Lingerie

If any difficulty in obtaining, please write for name of nearest retailer and descriptive literature to Courtaulds, Ltd. (Dept. F.21), 16, St. Martin's-le-Grand, London, E.C.1.

Sir Edward —the Enthusiastic.



"Knight Error and Grakle."

Travers : "Heard about Freddie's luck ?"

Sir Edward : "No. What's happened ?"

Travers : "It appears he backed the successful double to win £10,000, and noticing 'Duggie's' offer of hedging facilities to his clients wired him the day before the National to hedge £5,000 of it."

Sir Edward : "Very sensible, too. But he's only won £5,000 ?"

Travers : "No, that's where his luck comes in. On settling morning instead of receiving £5,000 as he expected, he received Stuart's cheque for £10,000."

Sir Edward : "Some misunderstanding, I suppose ?"

Travers : "He immediately communicated with 'Duggie,' who received the telegram all right, but Freddie had forgotten to sign it, and, of course, his instructions *re* hedging were not carried out."

Sir Edward : "Marvellous ! But Freddie always was a very lucky fellow."

Travers : "Yes, but that does not quite finish the tale. It seems that a few weeks earlier Freddie, having sent an unsigned wire winning a substantial sum, went and saw Stuart, who allowed him his winnings in full, so on this occasion he rather thought it was up to him to have £5,000 deducted from his winnings."

Sir Edward : "What did Stuart say ?"

Travers : "Oh, 'Duggie' would not hear of it, and insisted upon him keeping the £10,000, but, of course, gave him a quiet calling down about his carelessness. Extraordinary generosity, don't you think so ?"

Sir Edward : "I would agree with you if it were anyone else but Stuart, but such actions as this are only characteristic of the way he conducts his business. I assure you I hear of them daily, and that's why I am so enthusiastic about 'Duggie.'"

Follow Sir Edward's Advice— Write a personal note to "Duggie" now, and become an equally enthusiastic client.

Douglas Stuart

"STUART HOUSE," SHAFTESBURY AVENUE, LONDON

Printed for the Proprietors, ILLUSTRATED NEWSPAPERS LIMITED, by THE CORNWALL PRESS LTD., 1-6, Paris Garden, Stamford Street, London, S.E.1, and published weekly by ILLUSTRATED NEWSPAPERS LIMITED at Inveresk House, 346, Strand, London, W.C.2. April 15, 1931.
Entered as second class mail matter at the New York (N.Y.) Post Office. American Agents: International News Company, New York.
Sole Agents for South Africa: Central News Agency, Limited.